

THE ILLUSTRATED LONDON NEWS.

THE WAR COMPLETELY AND EXCLUSIVELY ILLUSTRATED.

What's good for a
cold spell?

JOHN JAMESON
★★★ WHISKEY

Not a drop is sold till it's seven years old



HENNESSY

★★★ BRANDY 18'3
A BOTTLE

CHRISTMAS WINES

WRITE, CALL OR TELEPHONE FOR
Price List of WINES, SPIRITS & CIGARS
153, REGENT STREET, LONDON
Telephone: REGent 4444
BRIGHTON, BOURNEMOUTH & BRANCHES



By Appointment
to the
late King George V.

HEDGES & BUTLER

(LTD.)



CUSENIER'S

435 LIQUEURS (36 Kinds)

NONE BETTER IN THE WORLD
OFFER GUESTS THE THREE BELOW:

FREEZOMINT

The leading brand of Crème de Menthe

APRICOT BRANDY • CRÈME DE CACAO

Grant's Scotch Whisky

"FAMOUS FOR HALF A CENTURY"

Schweppes

MALVERN WATER

THE PUREST KNOWN WATER
STILL OR SPARKLING
Supplied in sealed bottles for storage purposes



BOLSKUMMEL

VERY DRY
DOUBLY DISTILLED • DOUBLY DELIGHTFUL

SPORTING BRONZES

Every sportsman appreciates a work of art which reminds him of happy days at home and abroad, in the field and in the ring, with horse, hound, gun, rod, rifle, or the gloves, and for those to whom considerations of space or price make the hanging of original pictures prohibitive, a sporting group in bronze has a special attraction. At the Sporting Gallery may be seen many such bronzes by sportsmen-artists, and from amongst them it is easy to select a delightful and very individual gift for a sportsman friend.

Prices from 4 Gns.

THE SPORTING GALLERY, 35, BURY STREET, LONDON, S.W.1

MOTOR UNION

INSURANCE CO. LTD.
All classes of Insurance Transacted

10, ST. JAMES'S STREET, LONDON, S.W.1.



PRESENTS FOR PRACTICALLY EVERYONE

Your Christmas parcels are probably bound for many destinations. But whether they are for men who are serving overseas or for those at home, we are brimming with comfortable, cheerful and useful ideas to put in them. If you will call in, we shall be most happy to help you in making your choice. If you are unable to call, we will send you our Christmas book, containing well over a hundred suggestions. A few of these are listed below.

When you have chosen, we will, if you wish, send your presents direct. And it will be our privilege to pay for both postage and insurance on parcels for members of His Majesty's Forces, either abroad or in Great Britain.

IDEAS UP TO 10/6

Khaki wool socks	-	-	2/6, 3/6, 4/6
Tenova self-supporting socks in black and navy, or in attractive patterns	-	-	3/6, 4/6, 5/6 for the country, 5/6; for the evening 5/6
Balaclava helmets	-	-	3/6 to 7/6
Service cape gloves	-	-	6/6
Ties cut from English silk squares	-	-	6/6, 8/6
Folding slippers in case	-	-	7/6
Hogskin gloves	-	-	8/6, 10/6
Khaki lustre shirts with two collars	-	-	10/6
'Luvisca' shirts with two collars	-	-	10/6
Khaki slipovers	-	-	10/6
Self-coloured or marl mixture slipovers	-	-	8/-, 9/-, 11/6

IDEAS FROM 10/6 TO £1

Umbrellas	-	-	12/-, 15/6
Sac wrist Hogskin gloves	-	-	12/6
Leather pyjama cases	-	-	13/6
Lustre pyjamas	-	-	15/6
Wool scarves in khaki, navy, and Air Force blue	-	-	15/6

Dress studs, links and buttons in case	-	-	16/6
Collar-attached shirts in all-wool Riviera	-	-	18/-
Weatherproof gabardine golfjacs	-	-	18/6
Scotch knit wool cardigans	-	-	19/6

IDEAS FROM £1 TO £2

Fitted leather dressing cases	-	-	25/-
Sea Island Cotton pyjamas	-	-	25/6, 27/6
Tan cape motoring gauntlets, fur-lined	-	-	26/6
Pure Indian Cashmere slipovers	-	-	32/6
Tan suede leather jerkins	-	-	38/6

IDEAS FROM £2 TO £5

Corby trouser press	-	-	45/-
Canvas travel grip	-	-	50/-
Striped silk pyjamas	-	-	50/-
Pure Indian Cashmere cardigans	-	-	55/-
Wool dressing gowns	-	-	60/-, 70/-, 80/-
Harris tweed sports coats	-	-	67/6

just a part of the
Austin Reed service

103-113 REGENT STREET, LONDON, W.1 · LONDON AND PRINCIPAL CITIES

Telephone : Regent 6789

THE ILLUSTRATED LONDON NEWS

The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.

SATURDAY, DECEMBER 9, 1939.



FINNISH GUARDIANS AGAINST AERIAL ATTACK: MODERN ANTI-AIRCRAFT GUNS IN POSITION AMID THE FIR-TREES.

Many eye-witness accounts of Russian aerial attack on civilians, including the machine-gunning of pedestrian refugees, have appeared in the Press, while Mr. Schoenfeld, the U.S. Minister in Finland, "personally witnessed indiscriminate bombing" by Soviet 'planes. These last, however, despite the much-vaunted boasts of the might of the Red Air Force, are reported to have been shot down in large numbers by the Finnish anti-aircraft guns, which appear to

be exceedingly efficient. Above we show some of these in position in a typically forest area. In the first Russian air raid, on November 30, one Red 'plane out of a flight of six was brought down; in two days' fighting sixteen 'planes were shot down, while on December 3 a complete squadron of twelve 'planes was annihilated. Many of Finland's modern weapons are reported to come from the famous Bofors armament works in Sweden. (*Wide World.*)



By ARTHUR BRYANT.

I SUPPOSE that when this war is over, we shall celebrate its passing in some appropriate fashion. At that moment we shall recall its beginning. Not bugles, but sirens, will probably sound the coming of Armistice, and the return to the ways, however changed, of peace. Nor, I imagine, will the hour for the "cease fire" be fixed, as on the last occasion, at eleven in the morning. Rather our imaginative rulers—certainly if Mr. Churchill is still among them—will choose eleven at night. For some hours before the moment of release and final victory, we shall grope about in our accustomed darkness. Even torches will not be used that night, and in London the funereal taxis will crawl through the streets without even the formality of sidelights. Then, on the last stroke of eleven, in a single blinding flash, our darkness will be lightened. Amid the wailing of air-raid sirens, the blowing of whistles and the sounding of rattles, every light in London will be turned on at once. Piccadilly will be its old self, blazing with vulgar, coloured, revolving advertisements, and Eros restored will be floodlit. Cars will dash through the streets with their headlights on, and from the parks will ascend, not pale, discreet blimps, but fireworks. On every height in the shires the beacons will burst into flame. It will be a national carnival of light. And every window will be uncurtained to the watching night; at that moment it will seem as though nothing in the whole of God's universe is dimmed.

Hail, holy Light, offspring of
Heaven first born,
Or of the Eternal co-eternal beam
May I express thee unblam'd?
since God is light,
And never but in unapproach'd
light
Dwelt from eternity, dwelt then
in thee,
Bright effluence of bright essence
increate.
Or hear'st thou rather pure
ethereal stream,
Whose fountain who shall tell?
Before the sun,
Before the Heavens thou wert,
and at the voice
Of God, as with a mantle, didst
invest
The rising world of waters dark
and deep,
Won from the void and formless
infinite.
Thee I re-visit now with bolder
wing,
Escap'd the Stygian pool, though
long detain'd
In that obscure sojourn, while in
my flight,
Through utter and through middle
darkness borne,
With other notes than to the
Orphéan lyre,
I sung of Chaos and eternal Night.

Only in some such way shall we be able to express our relief at the lifting of our darkness. So far, for most people, the black-out has been the strongest outward and invisible sign of the war, though it may be that in its later stages the frequency of the more explosive kinds of illumination may cause us to look back on our unlighted winter evenings of the early months with a certain amount of regret. Though, for most Britons, I fancy, not much. The psychological effect of the black-out has probably been more depressing to a brave race than that of a hail of bombs: the fact that not only bombs would be falling, but also the droppers of bombs and their aeroplanes, would undoubtedly act as a tonic to a people who, for all

their love of peace and quietude, are, like Alan Breck, bonny fighters at heart. But all this business of Paul Prying in the streets and anxious pinning of curtains in the home has not accorded well with the cheerful and free-and-easy humour of England. We shall go almost delirious at the sight of light when it is over, and exorcise the memory of bruised shins and stubbed toes by a reckless multiplication of our electricity bills. I heard the other day from a friend, evacuated on national business to a darkened provincial city, of the joy with which he and his

about a stage "black-out." It seemed a curious miscalculation in psychology.

Yet even the black-out has its compensations. Lovers, I dare say, if they ever manage to find each other, enjoy it vastly. And sensitive coal-heavers and chimney-sweeps, stained by the marks of their calling after a day's hard labour, can make their way home on winter evenings without being shunned by fastidious fellow-travellers in bus or tram. Burglars, too, must find it delightful. Personally, I confess that there are times when I quite like it.

Especially in London. For with the coming of war, London shed the rather garish vulgarity it has acquired in recent years with the swiftness of a magician's enchantment. It suddenly slipped back a century into its more rustic and mysterious past. In the darkness of night the old city seemed to have recaptured its soul. I love, on starlit nights, returning home from dining abroad, to see the silhouettes of its houses—the graceful line of Carlton House Terrace sleeping over the Mall, the tall Victorian cliffs of Kensington, the pretty intimacies of Augustan Westminster. And when the moon bathes a London innocent of electric light, one is almost back in Arcady.

Dear God! the very houses seem asleep;
And all that mighty heart is lying still!

With a torch in one's pocket and a gas-mask slung gaily over the shoulder one can march, making one's feet ring, through the little alleys behind Fleet Street, until one almost sees in the shadows around one Dr. Johnson shambling home to his chambers from dining with Boswell, or young Mr. Pepys slipping away from some furtive tavern rendezvous and setting his wayward but once more resolute feet towards Seething Lane, the Navy Office, and the "poor wretch," his wife. And so, in a mighty content, to bed.

Indeed, at such moments I like the black-out so well that I feel a tinge of regret at the thought that one day, or, rather, night, modern London will be its old sleepless, blazing self again. I prefer the old London that the black-out, in its inconvenient, uneasy way, recalls to the mind of a lover of history. And I have a curious petition to make, which I fear my fellow-countrymen will be little likely to grant. That when this war is over and the time comes to commemorate the heroism and devotion of the brave men who achieved victory we may once a year have a night of silence and darkness. It will remind us not only of them, but of a sad time of many disappointments and hardships in which a great nation sought for and refound its own soul. For I fancy that when this war is over this country will not revert as it did in 1918 to the ways of the past. Her

people will insist this time on achieving their real war aims. They will demand a peace that endures. And as the crown of sacrifice and comradeship in adversity they will demand a better and juster society for their children—a Britain of equals sharing the same forms of life instead of one divided into two nations of those with good jobs and those without. The yearly black-out would remind us of that resolve.



FOURTH DAUGHTER OF QUEEN VICTORIA AND A PATRON OF THE ARTS: H.R.H. PRINCESS LOUISE, DUCHESS OF ARGYLL, WHOSE DEATH HAS BEEN ANNOUNCED.

Her Royal Highness Princess Louise, Duchess of Argyll, died at Kensington Palace on December 3 at the age of ninety-one. She was the sixth child and fourth daughter of Queen Victoria and the only child to marry one of the Sovereign's subjects. Her marriage to the Marquess of Lorne took place at St. George's, Windsor, in 1871. In 1878 Lord Lorne was appointed Governor-General of Canada, marking the first connection of a member of the Royal family with that office. Princess Louise had a deep interest in literature and the arts and was elected an honorary Fellow of the Royal Society of Painters in Water-Colours some sixty years ago. Her statue of her mother which faces the Round Pond is familiar to visitors to Kensington Gardens, and she designed the memorial to Colonial Soldiers placed in St. Paul's Cathedral after the South African War. Her Royal Highness was honorary Colonel-in-Chief of the Argyll and Sutherland Highlanders and became the first honorary freeman of the Royal Borough of Kensington. (Bassano.)

fellow-evacuees attended the first-night of a new revue presented by a famous showman. During the overture they sat tense with excitement, awaiting the blaze of colour and light that would feast their starved eyes with the raising of the curtain. Imagine their chagrin when the curtain rose on complete darkness, broken only by the flickering of torchlights as the performers groped, stumbled and swore their way

ETCHED IN MOONLIGHT: THE BEAUTY OF WARTIME LONDON.



REVEALING IN DETAIL NEW ARCHITECTURAL FELICITIES OF WREN'S MASTERPIECE: THE SPLENDID PALLADIAN FINE OF ST. PAUL'S ENNOBED BY MOONLIGHT.



ST. CLEMENT DANES AS BOSWELL AND JOHNSON MUST OFTEN HAVE SEEN IT: A REMARKABLE PHOTOGRAPH—RECORDING, AS ELSEWHERE, MOVEMENTS OF STARS.



"DULCE ET DECORUM EST PRO PATRIA MORI": THE CENOTAPH REVEALED AS CLASSICALLY EXPRESSIVE OF NOBLE MOURNING AS AN ANCIENT TOMB-RELIEF.



SUGGESTIVE OF A MEDIEVAL STRONGHOLD—A GOTHIC PICTURE "UNBELIEVABLY MORE GLORIOUS THAN IN THE DAYTIME": THE LAW COURTS IN THE STRAND.

Boswell once remarked to Dr. Johnson that he often amused himself with thinking "how different a place London is to different people." He might have added: "by different light"—for, as the illustrations on this and later pages show, the Metropolis displays augmented beauty and meaning in moonlight. They were

taken during the night of November 24-25, by photographers using miniature cameras, the exposures being varied from five to ten minutes, according to the density of the shadows. An extraordinary feature is provided by the streaks in the sky, caused by the movements of constellations during the exposures. (Fox.)

LONDON—THE NEW "ROME": MOONLIGHT SCENES OF MYSTIC CALM.



REVEALED AS ARCHITECTURALLY SATISFYING AS A ROMAN TEMPLE: THE ROYAL EXCHANGE—THE "BLACK-OUT" SIGNS ACCENTUATING THE ILLUSION OF ANTIQUITY.



A SOMEWHAT COMMONPLACE MONUMENT LENT MAJESTY BY THE MOON SHINING ON AN UNLIGHTED ST. JAMES'S PARK: THE QUEEN VICTORIA MEMORIAL.

The wonderful views of London reproduced on these and the preceding page, are of doubly unique interest in that they were taken in wartime (and therefore in the all-enveloping "black-out"), and because they reveal the unsuspected or unappreciated architectural splendours of buildings wholly classical in the

calm purity of their outlines. That familiarity generates contempt is a maxim well enough known; but it requires such pictorial masterpieces of the camera's art as these to reveal the latent beauty of line and ornamentation in buildings which many of us pass with unappraising glances daily. In a letter to

(Continued opposite.)

MOONLIGHT TURNS A DARKENED LONDON'S GRIMY FAÇADES TO "MARBLE."



REMINISCENT OF A CORNER OF THE CAPITOLINE HILL IN ROME: A MIDNIGHT PHOTOGRAPH OF THE ADMIRALTY ARCH, WITH THE COOK MEMORIAL (FOREGROUND).



A PHOTOGRAPHIC CANALETTO—UNDER THE MOON: SPLENDOURS SUGGESTIVE OF VENICE IN TRAFALGAR SQUARE, WHEN STREET LIGHTS ARE EXTINGUISHED.

Continued.]

"The Times" Mr. H. Harris Brown recently compared London to the Eternal City, and declared that "as one gazes, imagination transports the mind back to the dimly lighted town of the far past, and we see our London as in a seventeenth-century print." Referring to the Cenotaph as "almost like a pale ghost,

touching one's spirit perhaps as never before, its dim calm more than ever a summons to remembrance," he says: "There is yet one Gothic picture, at its best unbelievably more glorious than in the daytime . . . the soaring towers and pinnacles of the Palace of Westminster." (Fox.)

OUR MERCHANT MARINE TRIUMPHANTLY SURVIVED HUGE LOSSES IN THE OLD WARS.

THEN, AS NOW, "COMMAND OF THE SEA" COULD NOT STOP MERCILESS COMMERCE RAIDING.

By PROFESSOR SIR GEOFFREY CALLENDER, F.S.A., F.R.Hist.Soc., A.I.N.A.,
Director of the National Maritime Museum.

"A NATION is safe in the crisis of its fate," said the historian Guizot, "if it can remember its own history." If it can remember its own history! Who is there of British blood who can possibly forget such deliverances as the overthrow of the Armada, the sweeping victory of La Hogue, or the culminating glory of Trafalgar? But these achievements, viewed from a distance, tend, like great mountains, to become isolated and to dwarf their surroundings, which would assume a very different aspect could they but be closely observed and properly appraised. From lack of knowledge there is a tendency to believe that in the days of La Hogue and Trafalgar the seas were safe for our merchantmen and for the more fortunate seamen who manned them. From such a false premise the argument proceeds to a still more misleading conclusion. Mechanisation, we are told, has revolutionised the whole character of war; and on the ocean ways the submarine and the magnetic mine, by the appalling toll which they exact from our merchant navy, threaten to rob this country of the maritime predominance which she "enjoyed" in the great wars of the past.

Wars are best studied in retrospect. It is little short of impossible for the most detached observer to obtain a bird's-eye view of a great war as its significant events are enacted day by day, month by month, or year by year. In retrospect, then, what was the fate of our merchant shipping in King William's War, remembered for La Hogue? Or the Napoleonic War, remembered for Trafalgar? The subject, admittedly, has not received the attention which it deserves: its proper exposition must necessarily be based on statistics, and statistics concerning the merchant shipping of the past are notoriously difficult to ascertain. A close study of available figures, however, will show that some generalisations are permissible; and the first undoubtedly is this. After every precaution that may suggest itself has been taken by the most prudent and far-sighted Board of Admiralty, no sovereign remedy can be found to counteract the enemy's assaults on merchant shipping in wartime. It would be vain to look for more remarkable demonstrations of thalassocracy than the sea-power of this country after La Hogue and Trafalgar: and yet at these very times, and in the years that followed, the losses of our merchant shipping were never more staggering. In 1695 we lost, in addition to 108 fine ocean-going vessels, six powerful East Indiamen, usually able to defend themselves against all comers. And during the whole course of the war—that is, between 1689 and 1697—4200 British merchantmen were captured by the enemy; entailing a loss estimated in the reckoning of that day at £56,000,000. These figures, it is true, have been challenged by some who find the conclusions to be drawn from them indigestible. Such being the case, it may be well to pass to Nelson's epoch, which has been much more thoroughly investigated and documented.

Trafalgar was fought in 1805; and in the ten years that followed before peace was restored the losses of British merchant shipping exceeded the figures which some have found incredible for a period of similar length in King William's day; indeed, King William's figures were exceeded in the seven years between 1805 and 1812, when the outbreak of war with America rendered the position infinitely worse. During the whole period of the Revolutionary and Napoleonic Wars—that is, between 1793 and 1815—by the computation of Admiral Mahan, a very capable judge, the losses of British merchantmen amounted in round figures to 11,000 ships. This figure, in its turn, has been subjected to keen criticism; but by the most expert assessors found to err as an understatement.

The menace to the merchantman in Napoleon's day, the menace to the elaboration of which Napoleon himself devoted his genius for aggression, was not, of course, the unrestricted minefield or the elusive submarine; but what to-day are called "armed raiders." Into this category were pressed the frigates and sloops (built for other purposes), new vessels specially designed for speed, and privately-owned ships fitted out for the purpose. Great speed and moderate gun-power were the main requisites

of the "privateer"; and letters of marque were issued blank to commissioners of marine all round the coasts obedient to Napoleon. They were opposed, as a rule, on the part of the hunted, by crews few in number, poor in quality, and untrained to fight. Little wonder if losses were severe. In five weeks, during 1795, the "Vengeance," of Dunkirk, brought in no fewer than thirty-six prizes: and before the treaty of Amiens caused a temporary lull in 1802, 407 British ships had been sold in that port alone. The more daring privateers preferred the theatre of the West Indies, to which this country then looked for one-fifth of its wealth; or the Indian Ocean, where the

claims of the merchantmen for protection. Over 740 frigates and sloops, tirelessly and ceaselessly, hunted the hunters in British seas alone. And the convoy system, an inheritance of the Dutch Wars, afforded real protection in narrow waters and at the focal points of sea-borne commerce, for all who would accept this stately, but tedious, control. Convoy, however, reduced the fastest merchantman afloat to the speed of the slowest: and there were commercial reasons which, to those who advanced them, justified the risk of independent voyages. In 1797, a year made glorious by the victories of St. Vincent and Camperdown, the number of British merchantmen captured reached the startling figure of 949—that is to say, eleven per cent. of British ships engaged in foreign trade. Such losses were sufficient to render State intervention imperative; and the Convoy Act of 1798 made this efficacious relief for an incurable complaint compulsory.

Whether Mahan's conjectural figure for the whole war (11,000) or the more careful English aggregate for the first seventeen years (9734) be preferred, neither computation includes any allowance for British coastwise trade. The heavy losses here must have been crippling in days when there were few inland waterways, and the wretchedly inadequate main-roads were in winter almost impassable. But of the punishment inflicted on the ubiquitous coasters no records survive. What, then, was the ultimate proportionate loss to the merchant navy as a whole? Mahan says 2½ per cent.; British authorities with more reliable data advance the ratio to 5 per cent. Mahan rounds off his calculation of British losses by the remark, "Neither their size nor their effects were great enough to attract public notice."

If this be true, we may well ask why. Further statistics give the reason. In 1793 British shipping engaged in foreign trade amounted to 1,240,000 tons. In 1812, after seventeen years' incessant wastage, the total amounted to 1,665,000, or a net gain of 425,000 tons. In 1793 British registered vessels numbered 16,329; in 1815, at the close of hostilities, 24,860; or a net gain of 8531 ships. Prodigious as was the strain upon our maritime resources, the war in the long run did but give fresh proof of the gigantic edifice of British sea-power and its apparently limitless processes of recuperation.

But recuperative processes as applied to material would have been useless without the right personnel. Men are the souls of ships. And the "mariners of England" well deserved the rhapsody which Campbell sang in their honour. No peril could daunt them; no threats of violence make them quail. And whenever the odds were not too heavy, the merchant seamen of England fought with implacable, indomitable audacity. Of many Homeric encounters, the case of the "Windsor Castle" may serve as a type, more especially as it is illustrated by Drummond's well-known picture in the National Maritime Museum. The "Windsor Castle" had only thirty hands and six little guns. She was ambushed by a West Indian raider with a fighting crew of eighty-six, a battleship gun (32-pdr.), and six long six-pounders. At the enemy's first broadside the "Windsor Castle" lost ten men of her thirty. The enemy then attempted to board; was repelled again and again; lost fifty-six in killed and wounded; and was finally captured by Captain Rogers of the "Windsor Castle," who leapt over her bulwarks with a boarding-party of four, and finally carried his tormentor as a prize into Barbados.

The mention of the "Windsor Castle's" little guns lends to this action a topical interest. Our present enemies argue that their campaign of frightfulness at sea is a proper response to the unprecedented action of Great Britain in arming her merchantmen. By such a statement the Nazis proclaim and parade their abyssmal ignorance of maritime history. For from the earliest recorded times until the nineteenth century all merchantmen were armed. Only under the benign rule of the "Pax Britannica" did merchantmen omit to carry arms, trusting with childlike faith that the British fleet would make all seas secure for those who used them on their lawful occasions. Those happy days ended with the coming of the U-boats. Those happy days have, for too many of us, blotted out the vision of those sea-stricken times out of which the "Pax Britannica" emerged.

What the maritime forces of this country have endured in the past they will endure again, without murmuring, without flinching, without loss of faith that right shall prevail and the "Pax Britannica" return. We, their proud fellow-countrymen, shall be safe in this crisis of our fate if we can remember their staunch and steadfast spirit in every chapter of our maritime history.



THE LOSS OF A VALUABLE SHIP: A STRONG PRIVATEER, COMMANDED BY JEAN BART, THE NOTORIOUS CORSAIR, CAPTURING ONE OF THE VESSELS OF KING WILLIAM III. (From the Engraving after Pierre Biard.)



A TYPE OF THE "STALWART MERCHANT CAPTAINS WHO SET COMMERCE RAIDERS AT DEFIANCE IN THE OLD WARS, AS OUR MERCHANT SEAMEN BRAVE THE U-BOATS TO-DAY: CAPTAIN WILLIAM ROGERS, HERO OF THE FIGHT BETWEEN THE "WINDSOR CASTLE" AND THE "JEUNE RICHARD" PRIVATEER. ILLUSTRATED ON THE OPPOSITE PAGE. (From the Portrait by Samuel Drummond.)

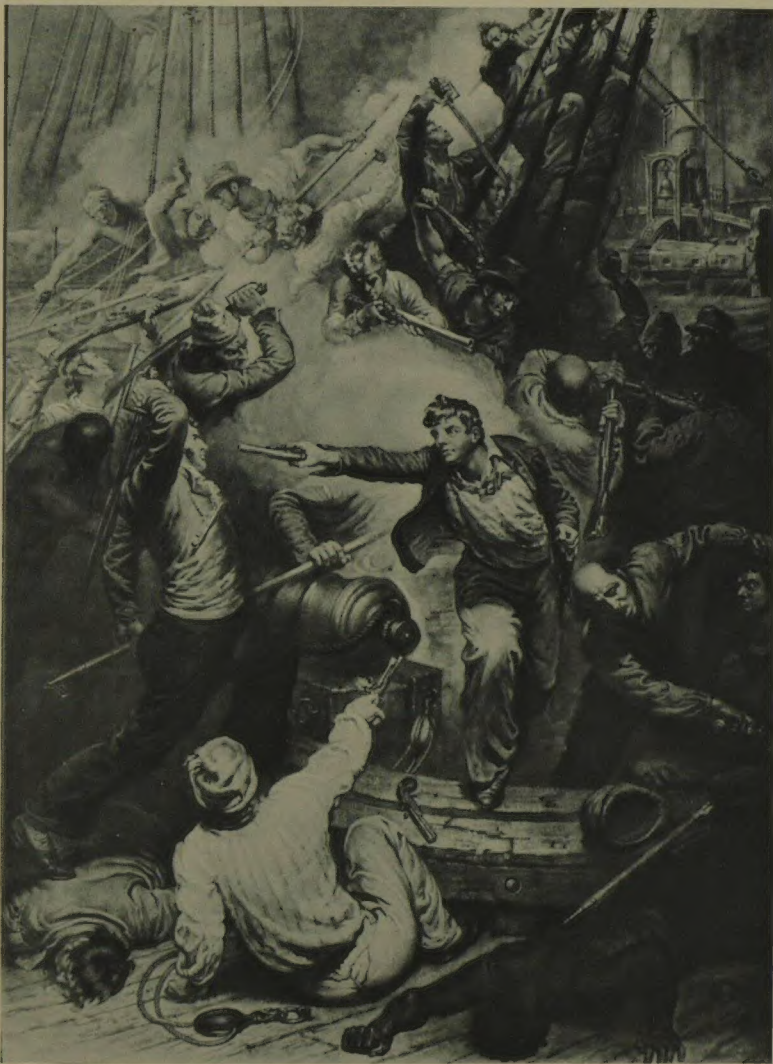
(Reproductions from the Originals in the National Maritime Museum.)

"Ile de France" and "Réunion" gave the enemies of Britain a magnificent opportunity for attacking the richly-laden Indiamen as they worked their long passage from Madras to the Cape.

It must not be thought that, with the larger issues of the struggle on the Continent, the Admiralty overlooked



CONVOY WORK IN THE SEVENTEENTH CENTURY: CAPTAIN THOMAS HARMAN, R.N., WARDING OFF THE ATTACK OF EIGHT PRIVATEERS UPON THE MERCHANTMEN UNDER HIS ESCORT, IN THE THIRD DUTCH WAR.



THE MERCHANTMAN HITS BACK AT THE COMMERCE RAIDER: SAMUEL DRUMMOND'S PAINTING OF CAPTAIN WILL ROGERS BOARDING THE STRONGLY ARMED PRIVATEER "JEUNE RICHARD," WHICH THREATENED TO OVERWHELM HIS SHIP, THE "WINDSOR CASTLE" (LEFT); AND AN AQUATINT OF THIS DESPERATE FIGHT. THE PRIVATEER'S COLOURS ARE BEING HAULED DOWN, WHILE THE "WINDSOR CASTLE'S" ARE NAILED TO THE STUMP OF THE MIZZEN.

fundamentally different nowadays from what it was in the days of sailing-ships. Merchant vessels in the eighteenth century made a very few round voyages in the year, often only one. The length of each passage was uncertain, and the delays caused by assembly were not very important. Hence trade could be carried on in time of war by a comparatively few convoys of great size. A homeward-bound West Indian convoy might comprise 100 or 150 vessels; there are

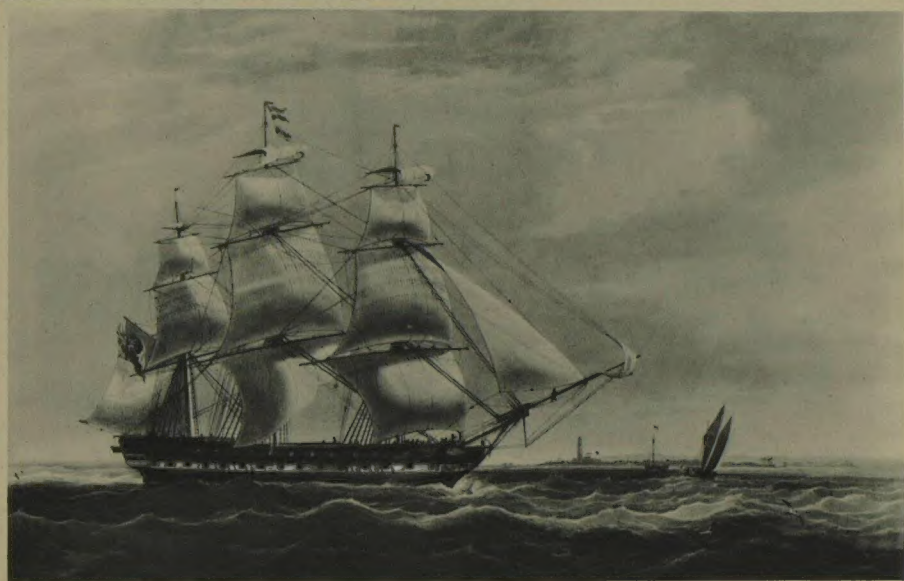
DEFYING THE COMMERCE RAIDER IN THE OLD WARS:

A SEVENTEENTH-CENTURY CONVOY AND EIGHTEENTH-CENTURY ARMED MERCHANTMEN.

REPRODUCTIONS FROM THE ORIGINALS IN THE NATIONAL MARITIME MUSEUM.



A FAST MERCHANTMAN OF THE NAPOLEONIC WARS ERA, WHEN RAIDERS EXACTED A TERRIBLE TOLL FROM ENGLISH COMMERCE: THE "TRANSIT," FOUR-MASTED TOP-SAIL SCHOONER, SHOWING HER ARMAMENT.



THE "THOMAS COUTTS"—ONE OF THE FASTEST AND MOST GRACEFUL EAST INDIA-MEN OF THE EARLY NINETEENTH CENTURY. SUCH HEAVILY ARMED MERCHANTMEN COULD HOLD THEIR OWN AGAINST ALL COMERS EXCEPT BATTLESHIPS.

SIMILAR diseases produce similar cures. Sir Geoffrey Callender shows in his article on the opposite page how commerce raiders in the old wars were met, as the U-boats are being met to-day, by the expedients of arming merchantmen for self-defence, and by organising them in convoys. Only in the seventeenth century they did not speak of convoying merchantmen, but, in the beautiful English of the time, of "wafting" them, and a warship engaged on what we now call escort duty was called a "wafter." The problem of mercantile convoy is, however,

[Continued below.]



records of Baltic convoys during the Napoleonic wars of over 500 sail! Nowadays, if trade is to be run in convoy at all, it must be in numerous convoys run to a regular schedule. During the first two years of the War of the Austrian Succession, 35 outward and 45 homeward convoys sufficed for the requirements of the ocean trades. In the summer of 1918, 40 outward and 42 homeward convoys were run in the ocean trades every thirty-two days.

THE DUKE AND DUCHESS OF KENT VISIT THEIR EVACUATED CHILDREN.



A ROYAL FAMILY REUNION UNDER WARTIME CONDITIONS—A DELIGHTFUL SERIES OF PHOTOGRAPHS: REAR-ADMIRAL THE DUKE OF KENT, ON LEAVE FROM NAVAL DUTIES, AND THE DUCHESS OF KENT VISIT THEIR CHILDREN, PRINCE EDWARD AND PRINCESS ALEXANDRA, WHO HAVE BEEN EVACUATED TO THE COUNTRY.

At the outbreak of war, Prince Edward and Princess Alexandra, like other children, were evacuated to the country and are now living in the West of England. Meanwhile, Rear-Admiral the Duke of Kent has been serving with the Royal Navy and the Duchess of Kent has devoted herself to many kinds of war work, notably assisting at Iwer Cottage Hospital, near their Royal Highnesses' country home. The delightful series of photographs on this page were taken recently when the Duke was given leave of absence from naval duty and, with the Duchess, paid a short visit to his children in their new home. Prince Edward celebrated his fourth birthday two months ago and Princess Alexandra will be three years old on Christmas Day. The children's obvious joy at their brief reunion with their parents shows how keenly

they must have felt the break-up of family life necessitated by war conditions and duties—a hardship shared by many families throughout the country. It will be remembered that the Duke and Duchess of Kent had arranged to leave for Australia this autumn, where his Royal Highness was to have assumed the position of Governor-General, but these arrangements were postponed at the outbreak of war, and on September 4 the Admiralty announced that his Royal Highness had taken up his war appointment. The Duke of Kent entered the Royal Navy in 1921 and was promoted Rear-Admiral on June 8 this year. The King and Queen are also separated from their children, Princess Elizabeth and Princess Margaret, who are at present staying in Scotland. (Associated Press.)



THE WORLD OF SCIENCE.



FAT-RATIONS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

WE are, all of us, I imagine, now in possession of our "Ration Books," wherein we are forbidden to eat "fats," such as lard and butter, for example, by the pound at a time! I am of the

The intestines of these animals, again, are covered with an inferior form of suet which, however, is always distinguishable from the fat which accompanies what we call the "meat" and which forms a layer under the skin. No one has yet discovered why these differences should be: or in how far they affect the well-being of the animals wherein they occur.

But besides this internal fat some animals carry an external source, covered only by the skin, as, for example, in the hump over the withers of some Indian cattle, and in the humps on the back of the single- and two-humped camels (Fig. 1). In these last two, however, these humps evidently form a reserve store of food, which the physiologists tell us is a very economical form of fuel, or source of potential energy. For the camels are most useful beasts of burden, and when they start out, in full fettle, on a long journey the humps are at their

But what are we to say of the fat-tailed sheep of the Cape? This, being one of the domesticated breeds of sheep, is not, I imagine, ever subjected to a shortage of food. In all wild sheep the tail is extremely short, but in this breed it is often so long as to trail on the ground, and is loaded with fat. In the Indian "Dumba" sheep, the accumulation of fat on the tail is enormous, and weighs many pounds. The Syrian fat-tailed sheep shows us that this strange peculiarity is of great antiquity. For it was the sheep of the Israelites. The Book of Leviticus tells us that this fat tail was used to feed the flame for the sacrifice. The Arabs fry it in slices, and esteem it a delicacy. But tastes differ, and the late Canon Tristram tells us that it tastes "very like fried tallow"! Then we have the "fat-rumped" sheep, of which there are several breeds. In the typical group the tail has become reduced to a vestige concealed by great cushions of fat. Enormous flocks are kept on the steppes of Central Asia. A second group is represented by the Somali,



FIG. 1. THE TWO-HUMPED, OR BACTRIAN, CAMEL (*CAMELUS BACTRIANUS*), COMMONLY, BUT ERRONEOUSLY, CALLED THE DROMEDARY, WHICH IS REALLY A SUPERIOR BREED OF THE ARABIAN CAMEL USED FOR SWIFT RIDING.

The development of two humps is noteworthy, as in all other animals which store fat as a food reserve in the form of a hump only one is developed. At the start of a long journey the humps are at their maximum; at the end they may have vanished completely—illustrating one of the important functions of fat. (Photograph by D. Seth-Smith.)

temperament of "Jack Sprat," and never wanted such a liberal helping! But this "rationing business," I imagine, has been thought out by physiologists, whose knowledge of the needs of the average human body, to keep it in good health, serves them as a safe guide. In so far as the allowance of butter is concerned, their ruling will cause some disappointment. For, though its substitute, margarine, may, physiologically, that is to say, from the point of view of "food-value," do very well, our palates protest! However, "for the duration" we must make the best of it and be thankful for margarine!

It is beyond dispute that to include a certain amount of fat, as fat, such as we can see in a rasher of bacon, or our beef and mutton, is essential to our well-being. But what happens to that fat when our meal is ended? In some mysterious way it is, like all the other ingredients of that meal, within an hour or so converted into a substance of the consistency of salad-cream, when it is taken up in part directly by the blood-vessels in the intestinal wall, and, in part, by special vessels known as lacteals and sent drop by drop, into the sub-clavian vein, just beneath the collar-bone, and there, in the blood-stream, it is conveyed to every tissue of the body, to become a part of ourselves! Those tissues most exhausted by use will absorb most of this vital elixir, the rest get what is left.

The tissues of our bodies, as well as of all other animals, are all found, when subjected to analysis, to yield fat, even the very bones. And yet, only a very small portion of that fat was eaten in the form of fat. A pig will grow prodigiously fat on an exclusive diet of barley-meal! Bone and muscle and nerve are only the grosser tissues brought into being, and sustained, by the amazing activities of all the various tissues of which living bodies are compounded.

It is the special function of some tissues to form fat, out of the substances taken in as food. What is more, mysterious is not merely that every species forms a different kind of fat, but that very different qualities thereof are formed within the body of each. In the ox (Fig. 2), the sheep, and the pig, for example, the kidneys form the seat of great masses of fat known as "suet." No housewife needs to be told the difference between "suet" and fat. And beef-suet differs very markedly from mutton-suet.

maximum. By the end of the trip they may have vanished completely. Here, then, in these animals, we find one of the functions of fat.

And we find a like use in some of the lemurs of Madagascar, which, at the approach of the dry season, develop immense quantities of fat in various parts of the body, and especially the long tail, which then attains dimensions corresponding to that of the fat-tailed sheep of the Cape. At this time they betake themselves to holes in trees for the period of aestivation, passed, as in hibernating animals, in a state of torpor. By the time of their emergence all trace of this fat has disappeared. It has been used as a reserve store of food during the long fast.



FIG. 2. THE LARGEST OF THE HUMPED CATTLE: A FINE GUJRATI OX, WITH A VERY PROMINENT HUMP AND WELL-DEVELOPED HORNS.

In the ox, the sheep, and the pig, the kidneys form the seat of great masses of fat known as "suet," an inferior form of which also covers the intestines. The Gujrati bull of India, it should be noted, has conspicuously long and pendant ears, in contrast to the Mysore and other smaller breeds, whose ears are very short.

Photograph by D. Seth-Smith.

and the Arabian Hedjas breeds. Here, again, are similar huge fatty cushions.

Our dormouse accumulates much fat in the autumn to sustain it during its winter sleep. But it also lays up a store of nuts to be partaken of during spells of mild weather. At the time of its emergence from its hybernaculum in the spring this winter ration has been used up.

Within the body-cavity of some lizards a "fat-body" extends from the bases of the hind-legs to the level of the fore-arm. But it is developed to serve yet another end—as a store of energy during the breeding season, when the activities of these usually sluggish creatures are vastly increased. By the end of the period of sexual activity nothing remains of this store of fat except the meshwork of tissue which contained it.

Finally, we come to the whales (Fig. 3). Herein there is no trace of internal fat, even around the kidneys. But the whole external surface, save the flippers, tail-flukes, and snout, is covered by a mass of fat known as the "blubber," in some species, as in the hump-backed whale, several inches thick. This thick coat has been developed in place of hair; that is to say, for the sake of warmth, thus adding yet another to the list of functions performed by fat. The only traces of hair on these animals are to be found, in a few species, in the form of bristles on the lips, as in the hump-backed whale and white-beaked dolphin.



FIG. 3. MARKING THE LAST TRACES OF A ONCE-COMPLETE HAIRY COAT; NOW, AS IN ALL THE WHALE TRIBE, SUPERSEDED BY A THICK LAYER OF BLUBBER: THE HEAD OF A WHITE-BEAKED DOLPHIN (*LAGENORHYNCHUS ALBIROSTRIS*), SHOWING FIVE VESTIGIAL HAIRS, WIDELY SEPARATED, ON THE SNOUT, THE CONSPICUOUS SWELLING ABOVE WHICH IS FORMED BY THE UNDERLYING LAYER OF FAT.

In the whale tribe there is no trace of internal fat, even around the kidneys; but the whole external surface, save the flippers, tail-flukes, and snout, is covered by a mass of fat known as the "blubber": in some species, as in the hump-backed whale, several inches thick.

THE MOST FAMOUS DISCOVERER OF THEM ALL.

"CHRISTOPHER COLUMBUS": BY SALVADOR DE MADARIAGA.*

An appreciation by SIR JOHN SQUIRE.

IN happier days Don Salvador de Madariaga lectured on Spanish at Oxford, and later represented his country at Geneva and, as Ambassador, in Washington. Somehow he has found time to write a life of Columbus, substantial scholarly, imaginative and acute. Few modern biographies have conjoined such marked analytical power, such qualities of narrative, and such psychological insight with so imaginative a vision of human life and history in general, surrounded by the immensities. The lonely voyages in the dark are here, the burning suns and blue seas and green islands, the plumed hats and velvet capes, the caroling horses and damask trappings, the fluttering banners of scarlet and gold, the march and clamour of external events. But so also are the obscure recesses of a man's soul, and chapters of documentary investigation worthy of a Chanery lawyer.

This is not a book which merely aims at retelling an oft-told tale rather better than ever before. The author has set out to solve problems and to discover what light his solutions may shed. Columbus has always been a man of mystery: to go no further, his origin and his early life present problems and his character has been a puzzle. "There is," says Señor de Madariaga, an old Spanish story of two young peasants one of whom was extolling the quality of his paramour to the other, in such glowing terms that the listener's interest was raised to the point of asking: 'Where does she live?' whereupon the other answered: 'She has moved.' This story of worldly wisdom comes often to mind when reading the life-records and, above all, the words of Colón, for, like the squid, he oozes out a cloud of ink round every hard square fact of his life. This ink, multiplied by the industry of his historians, has made but blacker and thicker the mystery which attaches to him. When was he born? Where was he born? What was his name? Where did he study? Where had he travelled? What did he know? What was his plan? How much did he know of it when he proposed it to the King of Portugal first, then to the King of Spain? All points on which, after over four hundred years of time and over four hundred volumes of research, there is genuine ground for disagreement."

Well, all these questions are here discussed, and answered with great persuasiveness. But the one which looms largest is that of Columbus's ancestry. Seven cities contested the birthplace of Homer, and it is but natural that Spain and even Portugal should have been reluctant to admit that Columbus was a Genoese. But the evidence is overwhelming that he came from a family called Colombo who lived in Genoa as weavers and innkeepers. That, however, only takes us half-way; a man may be born in Genoa without being an Italian, just as a man may be born in a stable without being a horse.

After prolonged examination of linguistic and other data Señor de Madariaga poses the matter thus: "Let us sum up the position. Cristoforo Colombo was a young self-taught woolworker of Genoa, turned sailor, who (1) Read Italian but did not write it; (2) Spoke and wrote Spanish for his personal use before he came to Spain; (3) Knew Latin as a Spanish-speaking person would, though he learnt it before he came to Spain.

"From which premises the conclusion is obvious; Cristoforo Colombo was a young Genoese whose Italian was not presentable, and whose culture-language was Spanish."

"Now there is only one reasonable way of explaining this fact: the Colombo family were Spanish Jews settled in Genoa, who, following the traditions of their race, had remained faithful to the language of their country of origin."

There is no room to examine here the arguments by which he supports this conclusion, and the theory that

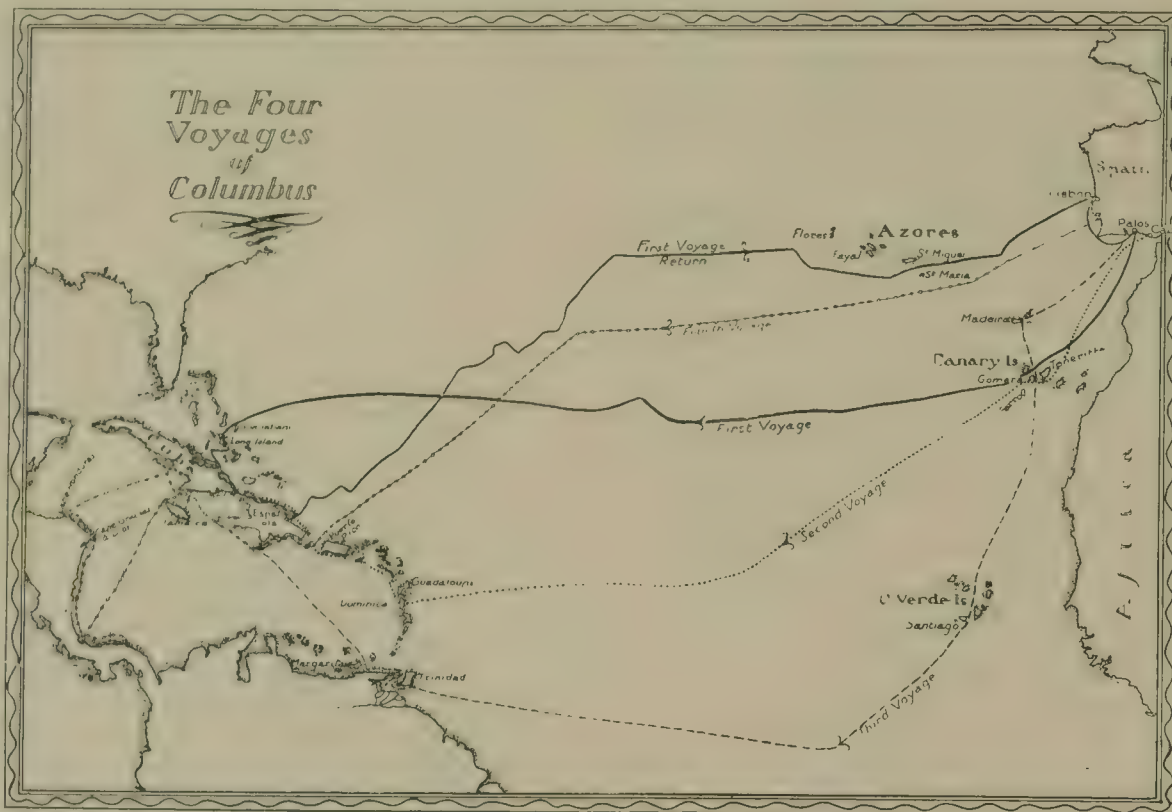
Columbus was a "Converso"—the term applies both to Jews who have been converted and to Jews whose for bears have been converted. As complementary evidence, he notes the explorer's passion for gems and gold, any mention of which in a book attracted him, the ease with which he

same time "Conversos" thronged the Court and the King and Queen protected them against the Inquisition. Cristóbal Colón (as he now called himself) had (so runs the theory) to be secretive because of the persecution, but found help because of his blood.

Proven or not, the theory is a torch which illumines much that has been dark. The first expedition into the ocean set out at the very moment when the wholesale expulsion of the Jews was leading to a migration more wholesale and pathetic than anything which has been seen until our own day. Possessed by his "mission" of discovery, and inordinately proud as Colón was already, was not this just the thing to drive him almost to the point of insanity to vindicate both himself and his people with triumphant success and the achievement of glory and dignity. Here lies a quite adequate explanation for the exaggerated importance he attached to rank and the wherewithal for maintaining it, for the assertiveness which could have been stood by no monarchs less prudent and tolerant than Ferdinand and Isabella. The man, in all his doings, becomes more comprehensible. And once one has become acclimated to the idea one can read on, accepting it, about the man and hero Columbus.

He was not entirely a sympathetic character. As an enthusiast he drew admiration and understanding, as a man to work with, his self-centredness, suspiciousness and clumsiness made him impossible. "Columbus in chains" has often been quoted as an example of ingratitude, but he certainly asked for them and even, when he was told he could take them off, gloried in them. He was an incompetent administrator of the lands of which he saw himself as virtually the Emperor; he flatly disobeyed his Queen in the matter of slavery; he had little care for his men; and, when his successor arrived in Hispaniola he found him hanging Spaniards daily. The truth is, for all his bravery and fanatical resolution, "Colón was no man of action, but a dreamer, a wanderer, not merely in space but in mood, a man in search of his own soul. . . . Colón was not a settler; he was an *unsettler*. He belonged to that type of man who is born to initiate things, to open them up, to sow; not to that type who develops and expands them, who reaps. He was not at home in the world of problems with which Isabella pestered him. 'I shall be judged,' he was to write later in the days of his distress, 'as a Captain who went forth conquering from Spain to the Indies, and not to govern town, city or village already settled, but to reduce to the obedience of their Highnesses savage and warlike peoples who live in mountains and in the wilderness.' It would be difficult better to express the *initiating* or *nascent* quality of his energy. He was all for discovery; once discovered, a land had no more allurements for him." This is rather limiting the term "man of action" but one knows what is meant. The "*splendeurs*" came when his temperament had room for play, the "*misères*" when it could not accommodate itself to circumstances. Such a wealth of splendour and misery has been displayed by few human lives, and few lives have been so passionately lived. It is as well that he did not survive to see the continent he had discovered named after a contractor who visited it years after himself.

By way of postscript I may mention one small matter which is our own concern. The first land which Columbus sighted in the Western Hemisphere was Guanahni. It is now British and known by the dull plump name of Watling Island. "May I," says our author in one of his eighty pages of notes, "take this opportunity to suggest that the name of the island which saw the greatest event in history should not be that of an English privateer but either Guanahni or San Salvador? The British Government owes that mark of respect to culture and history." I don't see why not. We have no shortage of islands, and changes in the map are so numerous nowadays that one more would make very little difference.



THE FOUR VOYAGES OF COLUMBUS—THE FIRST BEING MADE BETWEEN 1492-1493; THE SECOND BETWEEN 1493-1496; THE THIRD BETWEEN 1498-1500; AND THE FOURTH BETWEEN 1502-1504. COLUMBUS DIED IN 1506.

Reproduced by Kind Permission of the Argonaut Press.

changed names and countries, his obstinate habit of looking at everything in a contractual way, his perpetual harking back to the fortunes of David and Moses, his



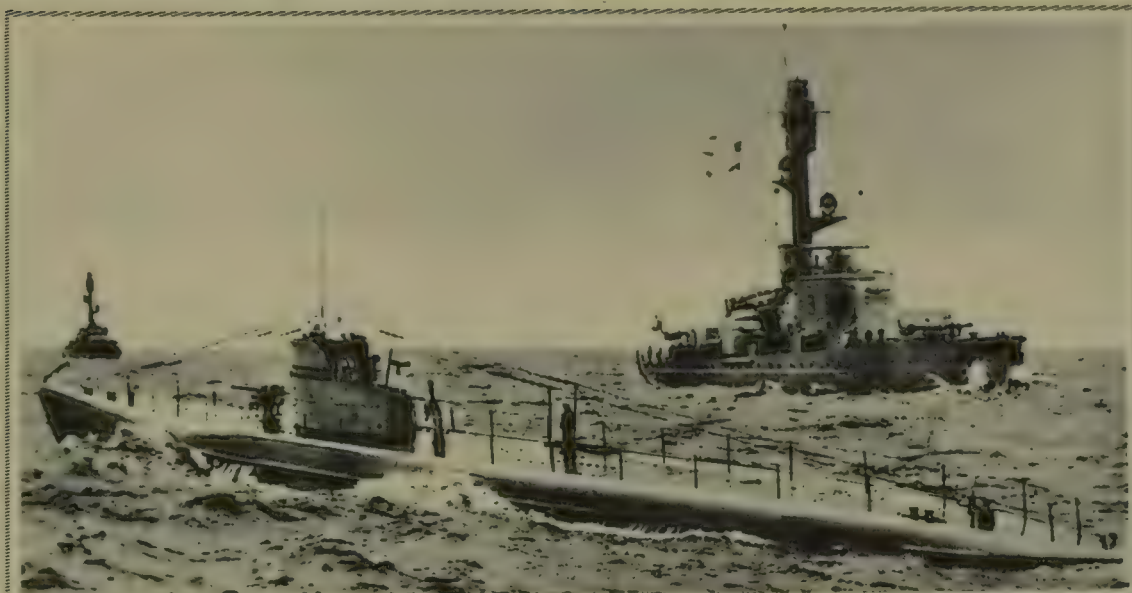
THE OLDEST KNOWN PORTRAIT OF "THE VERY MAGNIFICENT LORD DON CRISTÓBAL COLÓN."

By Courtesy of the British Museum.

clannishness, his prophetic and missionary qualities, and his close association with influential members of his race. This may seem odd in Torquemada's time. But "Conversos" were the bitterest enemies of "Conversos" whose genuine conversion they suspected, and Torquemada's successor as Grand Inquisitor in 1498 was a Jew. At the

* "Christopher Columbus. Being the Life of the Very Magnificent Lord Don Cristóbal Colón." By Salvador de Madariaga. Illustrated. (Hodder and Stoughton; 21s.)

FINLAND'S DEFENDERS: TROOPS WELL TRAINED FOR DIFFICULT COUNTRY.



SUBMARINE AND MONITOR, SHIPS UPON WHICH THE FINNISH NAVY DEPENDS FOR ITS MOST EFFECTIVE FIGHTING FORCE. THE MONITORS ARE WELL-THOUGHT-OUT VESSELS OF 3900 TONS. (L.N.A.)



A TANK ATTACK WITH INFANTRYMEN THROWING MULTIPLE HAND - GRENADES. THE FINNS HAVE COUNTERED SOVIET TANKS WITH LAND-MINES. (Fox.)



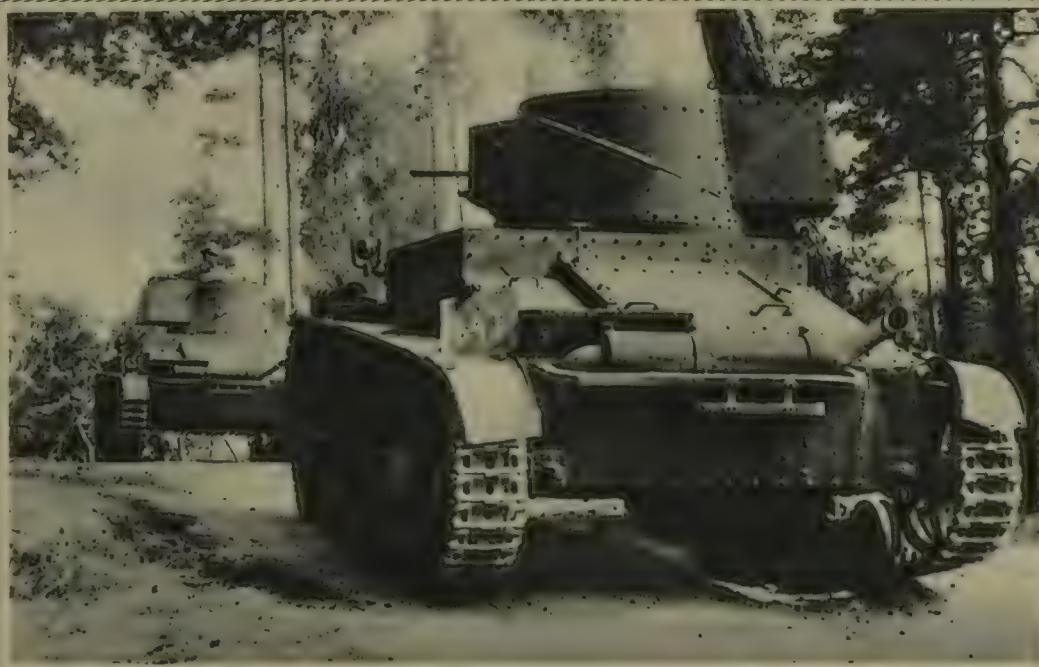
THE FINNISH ARMY IS INCREASING THE NATURAL OBSTACLES WITH WHICH THE COUNTRY ABOUNDS BY DEFENSIVE WORKS. INFANTRY ARE SEEN HERE ENTRENCHING IN A FOREST. (L.N.A.)



THE FINNISH ARTILLERY, INCLUDING THAT FOR COASTAL DEFENCE, NUMBERS TWO HUNDRED GUNS. IN THE ABOVE PHOTOGRAPH A DETACHMENT OF ARTILLERYMEN ARE SEEN WORKING THEIR GUN DURING MANŒUVRES. (C.P.)



A REGIMENT OF FINNISH ARMED SKIERS SIMILAR TO THOSE WHO, BY A FORCED MARCH OF 100 MILES, HELPED TO RECAPTURE PETSAMO FROM THE SOVIET INVADERS.

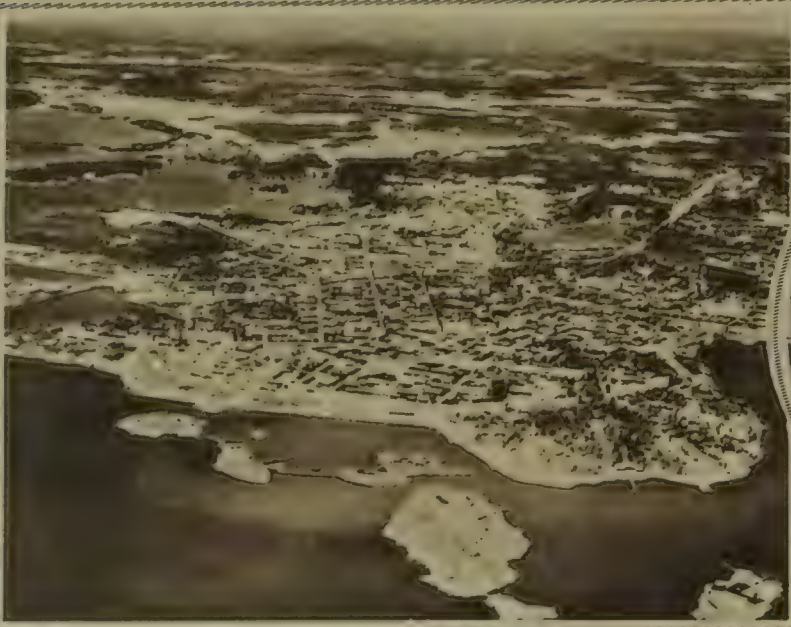


FINNISH TANKS ON THE MOVE THROUGH FOREST COUNTRY. FINLAND HAS A VALUABLE SOURCE OF ARMS SUPPLY IN SWEDEN. (S. and G.)

One of Finland's greatest allies in her heroic fight against the Russian invader is nature, by whose action in the prehistoric epochs 50 per cent. of her total land area was occupied by wide lakes, mountains, and thick forests, where no deep penetration can be effected except by small, lightly equipped columns, working more or less independently. In peacetime Finland's Army consisted of only one army corps, which comprised three infantry divisions and a cavalry brigade, including a company of tanks, and artillery of some 200 guns, totalling 30,000 effectives in

all. Her war strength, however, is ten times that number, amounting to about 300,000 men; while in the Civic Guard, in which training in tactics is combined with skiing and other forms of athletics, she possesses a remarkably fine reserve. The standard of marksmanship in the Finnish Army is very high. While Soviet Russia possesses in the Baltic a naval force totalling four battleships, eight cruisers, some twenty destroyers, and a considerable number of submarines, the little Finnish Republic has no more than two monitors, armed with 10-in. guns, and five submarines.

FINNISH TOWNS IN THE NEWS: HELSINKI, VIBORG, HANGÖ, PETSAMO.



HELSINKI, WHERE RUSSIAN BOMBS, PERHAPS AIMED AT "MILITARY" OBJECTIVES, CAUSED HEAVY CIVILIAN CASUALTIES. THE ARROW INDICATES THE CENTRAL RAILWAY STATION, WHICH IS SURROUNDED BY RESIDENTIAL AND COMMERCIAL DISTRICTS. THE VIEW IS TAKEN FROM THE SEAWARD SIDE, LOOKING APPROXIMATELY N.N.W. (Planet.)



A RESIDENTIAL QUARTER IN HELSINKI—WHICH HAS NOW BEEN LARGELY EVACUATED. HOUSEHOLDERS ARE ENCOURAGED TO DRENCH THE OUTSIDE OF THEIR HOUSES WITH WATER, WHICH FREEZES, AS A PRECAUTION AGAINST INCENDIARY BOMBS. (A.P.)



VIBORG—THE BIG TOWN NEAR THE SOVIET FRONTIER, AND ONE OF THE FIRST TO SUFFER IN THE SOVIET AIR OFFENSIVE. THE SCENE IS TYPICAL OF A FINNISH WINTER; EVERY FEATURE IS CLEARLY PICKED OUT IN CONTRASTING BLACK AND WHITE; AND THE WATERWAY IN THE FOREGROUND IS FROZEN OVER. (Topical.)



HANGÖ—THE "GIBRALTAR OF THE GULF OF FINLAND," THE ENTRANCE OF WHICH IT COMMANDS. HANGÖ WAS BOMBARDED BY SOVIET WARSHIPS, BUT THE FORTS SUCCEEDED IN SINKING ONE VESSEL AND DAMAGING ANOTHER. (Keystone.)



CENTRE OF THE FIGHTING IN THE EXTREME NORTH: PETSAMO, WHICH, ALTHOUGH IT LIES WITHIN THE ARCTIC CIRCLE, CONSTITUTES FINLAND'S ONLY ICE-FREE PORT. IN THE SAME DISTRICT ARE THE GREAT SALMIJAERVI NICKEL WORKS. (Planet.)

The Russian attack on Finland appears to fall into four divisions: operations in the Gulf of Finland, including the occupation of the Finnish islands there and bombing attacks on large towns; the "southern sector"—that is, the areas north-south of Lake Ladoga, where there has been heavy fighting; the "central sector," of which very little has been heard, though it is probably the most important strategically—a Soviet thrust towards Meaborg (of which there have been reports) might cut Finland in two; and the "northern sector," where there has been heavy fighting in the neighbourhood of Petsamo. The effects of the raids on

Helsinki are illustrated by some graphic photographs reproduced on page 857. The confused fighting round Petsamo resulted in the Finns recapturing the place after forced marches through the long night. As we write, the Finns are reported to be taking advantage of a lull to establish two defensive lines, one running from Petsamo with the right wing upon the mountains, and the second north-east from Salmijaervi to the Norwegian border. Houses have been burned down in this area, which is the centre of the nickel-mining zone, to improve the field of fire, and preparations are said to have been made to blow up the nickel workings.

RED 'PLANES OVER FINLAND: H.E. AND INCENDIARY BOMBS IN HELSINKI.



AFTER FINLAND'S FIRST RED AIR RAID, ON NOVEMBER 30: A MODERN HELSINKI BUILDING, ITS STRUCTURE STILL INTACT, THOUGH ROOF AND WINDOWS ARE SHATTERED BY A HIGH-EXPLOSIVE BOMB.



RECALLING SCENES IN POLAND, CHINA AND SPAIN: A DÉBRIS-LITTERED STREET IN HELSINKI, IMMEDIATELY AFTER AN AIR RAID—TRAFFIC BEING STILL STOPPED, AND UNIFORMED OFFICIALS RUNNING TO A SPOT WHERE ASSISTANCE IS NEEDED.



RED BOMBERS OVER HELSINKI: OUT OF THIS SQUADRON, ORIGINALLY NUMBERING NINE MACHINES, ONE WAS SHOT DOWN BEFORE THE PHOTOGRAPH WAS TAKEN, WHILE THE BOTTOM 'PLANE APPEARS TO BE BREAKING FORMATION.



FIGHTING FLAMES STARTED BY RUSSIAN INCENDIARY BOMBS: THE FINNISH FIRE-SERVICE IN ACTION. HELSINKI'S A.R.P. IS REPORTED AS VERY EFFICIENT, BUT THE CASUALTIES FROM THESE FIRST RAIDS INCLUDE 85 DEAD.

Helsinki, a city normally composed of 283,598 inhabitants, was evacuated in orderly fashion on December 3, and now has a population of only 50,000. As we write, the Government still remain in the capital, but they are expected to move north. Meanwhile, sleet and poor visibility, together with the evacuation of foreigners—many Germans, incidentally, remain, preferring the terrors of air bombardment to those of the Fatherland—have rendered Helsinki, after the first two days of raids, temporarily free from bombs. But it is feared that the departure of the German evacuation steamer "Donau" may be the signal for ruthless bombing when the weather clears. Many Russian 'planes were reported brought down by anti-aircraft

fire, and by the tiny Finnish Air Force. One of the Russian 'planes, which had previously machine-gunned some thirty pedestrian refugees, was found to have been piloted by a woman. Another point of considerable interest was that, while the 'planes of seven Russian pilots who were captured were found to be well-equipped machines, the pilots' personal equipment was very poor. Helsinki's A.R.P. is said to have proved extremely efficient. The damage, nevertheless, appears to have been larger than was first thought, blocks of flats and factories being entirely destroyed, as was a large part of the College of Technology. The casualty figures, after these first raids, is reported to be 85 killed and 131 wounded. (Photographs by A.P.)

LIKE the Poles, the Serbs, the Greeks and some other peoples, the Finns have preserved their nationality through centuries of alien rule. Yet, whereas these peoples have suffered bitterly, Finland has been one of the most fortunate of countries in her relations with her masters.

The only period in her history which could possibly be described as one of oppression was limited to some fifteen years preceding the last war, when a policy of Russification exasperated her. Nothing which she then endured, however, can be compared with the tribulations of other subject peoples in eastern Europe.

The primitive folk of the country east of the Gulf of Bothnia first come into the light of modern history in the middle of the twelfth century, when the Swedes descended upon them in the name of Christianity, offering them the familiar alternative of the sword or the sword. One hundred years later Swedish rule was established among them, and a certain amount of Swedish colonisation began. The Swedes may not have been loved, but they were not hated. Finland took the Reformation from them peacefully and without confusion or bloodshed; her sons fought heroically in their armies and still recall with pride their exploits under Gustavus Adolphus; she owes to them her university and other institutions.

In 1809 Russia wrested the country from the hands of the Swedes and put it under the resist-
ance of the Finns themselves, a miserable subjection might have been expected. But it did not follow. If Russia's enlightened policy and her encouragement of the Finnish language were partly actuated by her desire to weaken Swedish influence and prevent hankering after the old régime, they were none the less welcome to the Finns. They remained free men, though the peasantry of their conquerors were serfs. The Russian Revolution of 1917 led to the outbreak of a Communist movement in Finland, but it also led to her freedom. The Swedo-Finn Mannerheim, who had served with distinction in the Russian Imperial Army, organised his White Guard, which was largely officered by German-trained Finns, and led it to overwhelming victory over the Red Finns and their Russian allies. In this task he was assisted by German forces, an aid not wholly welcome to him personally, but explaining the disgust with which, it is credibly reported, the best of the older German officers regard the present Russian aggression.

The young Republic has had its ups and downs in the past twenty years. At one time Communism raised its head again, to be met with a very mild "White Terror." But the Finn is, though sometimes pig-headed, sensible and no persecutor. To-day there is little if any bitterness between Swedo-Finns and Finns proper. Education is of a high standard; there is a remarkable equality between the sexes; the arts, especially that of music, flourish; capitalism has not led to grave disparities in income and has been accompanied by fine social welfare work for the artisans in the growing industries; the modern architecture is dignified; athletics have spread Finland's fame all over the world, so that everywhere the name of Paavo Nurmi is linked with that of Sibelius—the greatest runner in history and the greatest musician of this century. In short, if it

THE WAR WITH NAZI GERMANY: THE TRAGEDY OF FINLAND.

By CYRIL FALLS.

be accepted that civilisation is to be found in the minds of men and women, and that it is exemplified in their social relationships even more than in material wealth and comfort, then Finland can claim to be as civilised a land as any in Europe.

In addition, considering that her total population numbers less than four millions and that her agricultural products have to be wrung from a generally ungrateful soil, Finland cannot be called a poor country. Her trade, especially in timber and wood-pulp, was extensive prior to the outbreak of war. Her finances were in good order and had permitted her to devote considerable sums to her defence services. Her fleet consists of two 10-in. gun monitors, certain smaller craft and some half-a-dozen submarines. Her first-line aircraft are said to number well over 200, many of them British, not all of the latest types, but highly serviceable machines. Her Army is an extremely interesting force, organised with intelligence and forethought so as to make the most of limited resources and at the same time of the natural advantages

and prepares itself to fulfil in time of war every kind of military duty which it is possible for women to perform.

The claims advanced by Russia against Finland were for certain islands which the Russians desired to fortify, territory in the neighbourhood of the port of Hangö, at the entrance to the Gulf of Finland, the Rybachi Peninsula, in the Arctic, and the setting-back of the Finnish frontier on the isthmus north-west of Leningrad, which is represented as living in terror of the designs of fire-eating Finnish imperialism. In exchange Russia offered a slice of the forest land of Karelia, a constituent republic of the R.S.F.S.R., whose people she has treated like dogs ever since Sir Charles Maynard's expeditionary force was withdrawn from Murmansk in 1919. It hardly needs to be said that none of these claims had a shadow of justification, yet it is apparent that Finland was prepared to compromise, and as I write these words it is reported that she is still prepared to negotiate, while gallantly defending herself against the overwhelming

strength of the aggressor. Were the conditions those of 1914, her case would not be entirely desperate. Her forces, trained as I have indicated, and fighting on the defensive in a country of which the southern part consists as to nearly one-third of water and the northern of densely wooded hills, might be expected to hold the Russians up for a considerable period and afford time for exterior pressure to be exerted in her favour. Even the great naval superiority of the Russians might not be an immediately decisive factor. Finland possesses coast artillery, and the historical record of naval guns against shore guns is not inspiring. Russia's naval marksmanship has never been good, and as the Soviet appears to have inherited the Imperial tradition



PLACES FEATURED IN THE NEWS CONCERNING THE SOVIET INVASION OF FINLAND: A MAP SHOWING THE KARELIAN ISTHMUS; FINLAND'S BALTIC PORTS; AND (INSET) THE NORTHERN FRONTIER, WITH PETSAMO AND THE RYBACHI PENINSULA.

The Soviet invasion of Finland, which began on the morning of November 30, was heralded by air raids. Among the towns reported to have been attacked were Helsinki, Viborg, Lahti, and Enso, where a hospital was totally destroyed. On land Soviet troops operating on the northern frontier captured Petsamo, but the town was later retaken after hand-to-hand fighting in the dark. Terijoki, a port some ten miles from the Soviet frontier, was bombed from the sea and then occupied by Russian troops. It is now the seat of a puppet "Government" of Finland set up by the U.S.S.R. At Suojärvi, on the east front, the Finnish troops repulsed the enemy with great loss. At sea warships of the Soviet Navy bombarded Hangö and were answered by the fixed defences. One destroyer was reported to have been sunk, another damaged, and the new cruiser "Kirov" had to be towed to Tallinn for repairs.

Map Specially Drawn by George Philip and Son; Inset Map by Courtesy of "The Times."

inherent in the country which it is called upon to defend. The active peacetime Army is, of course, small, 30,000 strong, but it is well armed and equipped and highly trained. It is based on universal service, but the men are not called up for their year with the colours until they reach the age of twenty-one, though liability for service begins at seventeen. Behind the Army stands the Civic Guard, the descendant of Mannerheim's White Guard, which numbers 100,000. This body of volunteers is unique, so far as my information goes. I have spoken of the Finnish love of athletics, which have developed swiftly and widely in the past twenty years. They are represented by running, skiing, and other winter sports, and also by rifle-shooting. In the Civic Guard this delight in open-air exercises of all kinds has been harnessed to the needs of national defence. Tactical training has been made a sport also, and a magnificent sport it can be in a country like Finland, where there is so much room and such ample uncultivated ground suitable for military exercises. These men might not be formidable in any other setting, but in defence of their own soil they would have to be taken into account by a far more powerful foe. They know the paths through the great southern

of keeping warships month after month and year after year in harbour, the standard of gunnery is not likely to have been raised. But the air arm entirely alters the case. If Russia is determined to lay Finland's fine capital and her other coast towns in ruins, and is prepared to lose a few score of aircraft in the attempt, I cannot see how she is to be prevented from doing so.

From the point of view of civilisation, of the merest decency, this is a sorry tale. From that of Germany's interests it is calamitous. Should Russia succeed in her project, the Gulf of Bothnia, the last corner of the Baltic in which she has not already made her strength felt, passes under her control. And it is down this narrow belt of water that the Swedish ore, so vital to Germany's munition factories, must be carried. That it will continue so to be carried is possible; we know not what is the exact bargain between Hitler and Stalin. But in future this supply will be added to the lengthening list of commodities which can reach Germany only with Russia's assent. May not that be the reason why the German Censor has allowed neutral correspondents to wire to their newspapers that German officers regard Russia's action as *Schweinerei*?

THE WAR AGAINST NAZI AGGRESSION—THE FOURTH MONTH.



FIRST SEA LORD AND CHIEF OF THE NAVAL STAFF: ADMIRAL SIR DUDLEY A. POUND.
PREVIOUSLY COMMANDER-IN-CHIEF OF THE MEDITERRANEAN STATION, 1936-39.

GUINNESS

IS GOOD FOR YOU

Nothing
takes
its
place



DIRECTING THE WAR BY LAND: THE ARMY COUNCIL IN SESSION.



MR. HORE-BELISHA, SECRETARY OF STATE FOR WAR, IN COUNCIL ; WITH SIR EDMUND IRONSIDE, THE CHIEF OF THE IMPERIAL GENERAL STAFF, AND SIR R. GORDON-FINLAYSON, THE ADJUTANT-GENERAL, ON HIS RIGHT HAND.

Nearest to the camera on the left of this photograph is General Sir Walter Venning, the Quartermaster-General. Sir Walter is an infantryman and saw service throughout the last war. In 1919 he became an instructor at the Staff College, and subsequently held high appointments in India. Next him is General Sir R. Gordon-Finlayson, the Adjutant-General. He has been Colonel Commandant of the Royal Artillery since 1936. In 1938 he became Commander of the British troops in Egypt. The Adjutant-General has been described as the "housekeeper of the Army." He is responsible for recruiting and on his staff are Director-Generals of Army Medical

Services, Hygiene, and so forth. Upon the Quartermaster-General depends much of the success or failure of a campaign. He handles all questions of supply, notably the question of provision of tanks and guns and other *matériel*. On Mr. Hore-Belisha's left is Viscount Cobham, the Parliamentary Under-Secretary for War, who had a very distinguished military record in the South African and the last European War. Next to Viscount Cobham is Sir James Grigg, Permanent Under-Secretary of State for War, and Secretary of the Army Council; with Sir Victor Warrender, M.P., Financial Secretary for the War Office, nearest the camera on the right. (P.N.A.)

WAR PICTURES: "CREDIT AND DEBIT" AT SEA; NEW SHOP-LIGHTING.



THE ROYAL NAVY PAYS A GENEROUS TRIBUTE TO A VANQUISHED FOE: SAILORS GOOD-HUMOUREDLY CHEERING U-BOAT PRISONERS WHO WERE BEING LANDED AT A SCOTTISH PORT. (Wide World.)

Five officers and thirty-eight members of the crew of a U-boat who had been taken prisoner were landed at a Scottish port on December 3. They were brought in by two destroyers, and their reception showed that whatever the feelings in this country towards the Nazi leaders, there is no hatred towards the German people. When the prisoners went down the gangway they were



THE U-BOAT CREW WAITING TO COME ASHORE FROM A BRITISH DESTROYER. BRITISH NAVAL SUPREMACY IS SUCH THAT OUR OPPONENTS ARE SYMPATHISED WITH AS UNFORTUNATE RATHER THAN HATED AS DANGEROUS. (G.P.U.)

good-humouredly cheered by the British sailors who lined the decks and rails of the warships. The U-boat commander was the last to go ashore, and as he stepped across the gangway there was clapping and cheering. An officer in charge of the military armed guard on the quay remarked to him: "I suppose you will be glad to be out of it?"; and the German replied "Yes."



ANOTHER VICTIM OF MINE-WARFARE—A MENACE THE NAVY IS RAPIDLY MASTERING: THE BRITISH OIL-TANKER "SAN CALISTO" SINKING OFF THE SOUTH-EAST COAST.

U-boat sinkings, never really serious, have dwindled to a small figure; mine-sinkings still continue, but this danger shows every sign of being mastered. On the other hand, from the beginning of the war to the end of last month the Germans had lost over 171,000 tons of merchant shipping put out of action by the Allies. Only four German lives have been lost in the course of these operations—in strong contrast to the 410 British merchant seamen killed by German "economic warfare." (B.I.P.)



SURVIVORS OF THE "RAWALPINDI" IN LONDON: THE MEN BEING ADDRESSED BY ADMIRAL SIR C. LITTLE, WHO SPOKE WARMLY OF THEIR HEROIC FIGHT.

Ten survivors from the "Rawalpindi," the armed merchant cruiser whose gallant fight with the "Deutschland" was illustrated in our last issue, arrived in London on November 29. On the Horse Guards Parade, outside the Admiralty, Admiral Sir Charles Little greeted them and praised the way they had "worthily upheld the traditions of the Navy." None of the "Rawalpindi's" crew, it will be remembered, were "regular" sailors. (Central Press.)



AN OFFICIAL SCHEME FOR RESTRICTED SHOP-WINDOW LIGHTING: A SIMPLE, BOX-LIKE, ELECTRIC FITTING.

The Ministry of Home Security announced on December 4 that restricted lighting for shop-window display would be permitted "from now onwards," as an experiment to help Christmas shopping. Two alternative methods of lighting were approved: a simple fitting for general window-lighting (as shown in the left-hand photograph of a dummy shop-window at the Ministry), and a cabinet for lighting special displays—exemplified in the other picture. For each size of cabinet the



ILLUSTRATING THE EXPERIMENTAL CABINET LIGHTING FOR SHOP-WINDOWS, INTRODUCED TO HELP CHRISTMAS SHOPPING: THE WINDOW DISPLAYS AS THEY APPEAR TO SHOPPERS.

permissible source of illumination is the same—a 15-watt pearl electric lamp or a gas-jet and mantle giving a specified amount of light. For general lighting, it is stated, a simple electric fitting may be made from a closed box of cardboard, thin wood, or metal measuring about 6 in. by 6 in. by 9 in.; and by using a tin box like a large biscuit-tin an ordinary gas fitting may also be adapted. The results appear to be most satisfactory. (Keystone.)

BRITAIN'S TOLL OF GERMAN SHIPPING.



SCUTTLED OFF CAPE POINT, SOUTH AFRICA, BY HER CAPTAIN—THE GERMAN LINER "WATUSSI," 9521 TONS, WHICH WAS HALTED BY THREE BOMBERS OF THE SOUTH AFRICAN AIR FORCE. ALL HER CREW WERE RESCUED.



NOW IN BRITISH KEEPING: (LEFT) THE GERMAN CARGO STEAMER "KONSUL HENDRIK FISSE," 4458 TONS, CAPTURED MASQUERADING AS A NORWEGIAN SHIP, THE "ORA"; AND THE GERMAN TANKER "BISCAYA."



TWO OF THE THIRTY-ODD GERMAN MERCHANTMEN CAPTURED BY THE NAVY: (LEFT) THE COLLIER "BIANCA," AND THE GRAIN-CARRYING VESSEL "GLORIA"; BOTH NOW SAFE IN A BRITISH HARBOUR, AS EVIDENCED BY THE POLICEMAN!



SHELLED BY A U-BOAT AS SHE ENTERED HARBOUR WITH A BRITISH PRIZE CREW ABOARD—THE GERMAN MERCHANTMAN "BORKUM," STILL BLAZING. FOUR GERMANS WERE KILLED BY THE U-BOAT'S SHELLS—THERE WERE NO BRITISH CASUALTIES.

Much of the German mercantile marine lies rusting in neutral or German harbours, as Mr. Churchill said some time ago. Of the few that venture out, the British Navy takes a heavy toll—over thirty ships, some 171,390 tons, having been captured, or scuttled by their crews to avoid capture. The "Watussi," 9521 tons, scuttled by its captain off Cape Point, the extremity of the Cape of Good Hope Peninsula, was the result of the South African Air Force's first brush with the enemy in South African waters. All her crew and passengers were saved. The capture of the "Borkum," 3670 tons, along with that of the "Konsul Hendrik Fisser," 4458 tons, which, when taken, was masquerading as a Norwegian ship, the "Ora," was announced by the Admiralty on November 27. The "Borkum" had recently been reported as having left Montevideo, Uruguay. As she was being brought into harbour with a British prize crew aboard she was spotted by a U-boat. Determined the "Borkum" should not fall into British hands, the U-boat opened fire—the shells, ironically enough, killing four Germans. (Photographs by Fox, Planet, and S. and G.)

THE FRENCH NAVY'S WAR ON U-BOATS.

Side by side with the Royal Navy, the French Navy is constantly at work patrolling the high seas. Below we reproduce two French artists' impressions of episodes in the anti-U-boat campaign. The top one, by Albert Sébille, shows that of the escort-vessel "Amiral-Mouchez," and the lower one that of the "Siroco," by D. C. Fouqueray. The "Amiral-Mouchez" formed part of the guard of a convoy crossing the Channel at night; the sea was rough; there was a fitful moon. Suddenly the trail of a torpedo was observed. Fortunately, it missed its target. The "Amiral-Mouchez" followed its trail, and at the end dropped depth-charges, destroying the U-boat. The "Siroco" (1500 tons) recently sank two U-boats in three days. A reconnaissance plane spotted the U-boat, and dropped a buoy at the point where it dived. At full speed the "Siroco" steamed to the place indicated, and dropped depth-charges. Suddenly, the U-boat slowly reared up above the waves, lay on the surface a few moments, and fell back for ever. The next evening, the rays of the moon revealed another U-boat to the "Siroco"; this too was destroyed.



SINKING A U-BOAT WHILE ON NIGHT CONVOY-DUTY—A FRENCH ARTIST'S IMPRESSION OF THE ESCORT VESSEL "AMIRAL-MOUCHEZ," WHICH FOLLOWED THE TRAIL RAISED BY A TORPEDO IN THE WATER, AND THEN DROPPED DEPTH-CHARGES.



A FRENCH ARTIST'S IMPRESSION OF THE SINKING OF A U-BOAT BY THE FRENCH TORPEDO-BOAT "SIROCO"—THE U-BOAT REARING ABOVE THE WAVES BEFORE FALLING BACK FOR EVER. NEXT NIGHT THE "SIROCO" SANK ANOTHER U-BOAT.

"STAND-TO" IN THE BRITISH SECTOR OF THE MAGINOT LINE: A LINE REGIMENT MANNING THE PARAPET AT SUNSET.

DRAWN BY OUR SPECIAL WAR ARTIST IN FRANCE, CAPTAIN BRYAN DE GRINEAU.



"STAND-TO"
A REGIMENT OF THE LINE 'STANDING-TO' AT SUNSET
IN A FRONT LINE TRENCH IN A BRITISH SECTOR

A TYPICAL OUTPOST OF THE MAGINOT LINE MANNED BY BRITISH TROOPS, PRESENTING A STRIKING SIMILARITY TO THE TRENCHES OF 1914-1918—A RESEMBLANCE STRENGTHENED BY THE CLINGING MUD AND CLAY WELL REMEMBERED BY EVERY EX-SERVICEMAN: A DETACHMENT TAKING UP ITS POSITION ON THE FIRING-STEP—SHOWING SOME OF THE WEAPONS, INCLUDING THE BREN GUN, ANTI-TANK RIFLE AND SNIPER'S RIFLE NOW USED BY THE INFANTRYMAN.

In connection with this drawing, Captain Bryan de Grineau writes: "There is a striking similarity to the last war apparent in the front line of the British sector. The trenches, with duck-boards, sandbags, corrugated-iron roofing and wire revetments, protected by machine-gun posts, 'pill-box' strong points, barbed-wire, etc., have the same appearance as those of 1914-18—a resemblance made more complete by the mud and clay. The

men wear the familiar leather-jerkins and thigh-boots as they scramble on to the firing-step for the same stand-to at sunrise and sunset." The drawing shows a British line regiment manning the trenches at sunset. In the right background is a farm-house which contrasts strangely with the concrete pill-boxes seen on the left, protected in front by anti-tank traps. This outpost of the Maginot Line is a self-contained unit, with a cook-house

and a first-aid post. The troops are split up into small detachments, each with its own section of trench connected by covered communication trenches to each other and headquarters. These sections can support one another by cross-fire, and provide that defence in depth which was one of the most valuable lessons of the last war. Of particular interest is the soldier with a telescopic sight on his rifle, who acts as a sniper and by picking off officers

and N.C.O.s during an attack may demoralise and break up an advancing detachment. On his left is a soldier with an anti-tank rifle firing armour-piercing bullets, and, beyond, a Bren-gun post. Other infantry weapons which may be used to repel an attack are mortars and hand-grenades. The latter are extremely useful if the enemy attacks in close formations, as there is always a tendency for advancing troops to "bunch" together.

THE B.E.F. PREPARES: ARTILLERY; AND A CASUALTY CLEARING STATION.

DRAWN BY OUR SPECIAL WAR ARTIST IN FRANCE, CAPTAIN BRYAN DE GRINEAU.



"ACTION FRONT": A CONCENTRATION OF FIELD ARTILLERY IN A FORWARD AREA ON THE BRITISH FRONT; SHOWING A REGIMENT OF GUN-HOWITZERS TAKING UP A POSITION IN THE OPEN, WHILE THE GUN POSITION OFFICER (CENTRE) SHOUTS HIS ORDERS THROUGH A MEGAPHONE.



AT A FORWARD CASUALTY CLEARING STATION IN THE BRITISH SECTOR: THE OPERATING-ROOM—SET UP IN THE KITCHEN OF A VILLAGE SCHOOL ADAPTED FOR THE PURPOSE, SCRUPULOUSLY CLEAN AND WITH LAMP-REFLECTORS INGENUOUSLY CONSTRUCTED OUT OF PETROL-TINS.

Two aspects of the preparations being made in the British sector to meet an offensive are depicted above by our special artist on the Western Front, Captain Bryan de Grineau. In the top drawing, a regiment of field artillery, equipped with gun-howitzers, is seen taking up a position in the open; while that below shows a typical operating-room in a casualty clearing station. Captain de Grineau writes: "This casualty clearing station has been set up in a village

school and the kitchen has been cleaned out, whitewashed, and the tiled floor scraped and polished to form the operating-room. The reflectors of the lights were constructed out of petrol-tins. The casualties are usually accident cases, and the treatment could not be bettered anywhere, despite the rather primitive conditions in a small village. When I visited it, an R.A.S.C. driver had just been put under an anæsthetic in order to have a broken thumb set."

A DARING EXPLOIT BY THE R.A.F.: THE SUCCESSFUL HELIGOLAND RAID.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS.



THE INTENSIVE "PATTERN" ATTACK BY "WELLINGTON" BOMBERS ON HELIGOLAND: AIRCRAFT DIVING DOWN ON GERMAN WARSHIPS IN THE ROADS, WHERE A DIRECT HIT WAS SCORED ON A CRUISER AND A TRAWLER WAS SUNK.

The successful R.A.F. raid on Heligoland, which took place on December 3, was carried out by about twenty "Wellington" bombers. They arrived over their objective at 11.45 a.m., having made the journey in heavy clouds and with intermittent rain, and, sighting the island from a height of 10,000 ft., dropped down through the clouds to attack. The bombers apparently caught the defenders completely by surprise, but soon A.-A. shells were bursting round them and they broke formation for the actual attack, which was concentrated on two cruisers in the roads to the east of the island. With the cruisers were several smaller

craft, mostly of the trawler-minesweeper class. The aircraft made an intensive "pattern" bombing attack; i.e., they broke formation, and came down on their objectives from all directions, making difficult targets for the anti-aircraft gunners. One cruiser was "straddled" by bombs, and the aircraft following behind reported that a bomb had made a direct hit. It is also reported by the enemy that one of the trawlers was sunk. During the action, a solitary Messerschmitt fighter attacked the bombers and was shot down. Notwithstanding the heavy fire from ships and the island, our aircraft carried out their mission and all returned safely.

THE GESTAPO "INVESTIGATES" THE MUNICH PLOT.

The Munich bomb plot has provided the Gestapo leaders with another opportunity for exercising their talents in stage-managing. Georg Elser was discovered (in a concentration camp, it is reported), taken to the Swiss frontier, re-arrested and brought back as a prisoner. Elser had in his pockets, when he was arrested, pieces of fuse, a screw-driver, and a picture post-card of the beer hall in Munich. Such thoughtful conduct can only have been matched in the history of crime by the conduct of Van der Lubbe, who, after the Reichstag fire, had his pockets stuffed with Communist newspapers. Two Englishmen were kidnapped on Dutch territory to give an air of authenticity to Gestapo attempts to establish a connection between the bomb and the British Secret Service. The Gestapo explanation of the plotter's activities must make demands on the credulity even of good Nazis. Elser is supposed to have installed the bomb in the building—constantly filled with party men. He later went back to quieten the ticking of the clockwork, though how he did this, short of tying a blanket round the bomb, has not been explained. (Photographs by Wide World.)



THE HEAVILY STAGE-MANAGED GESTAPO INVESTIGATION OF THE MUNICH BOMB PLOT: GEORG ELSE (LEFT), THE SUPPOSED CULPRIT, PROVIDES AN EXPLANATION OF HOW HE INSTALLED THE BOMB IN THE BEER HALL.



A COMPARISON OF FRAGMENTS OF THE CLOCKWORK STATED TO SHOW THAT THE MECHANISM WAS OF BRITISH ORIGIN: A TRANSPARENT DEVICE TO FOIST THE RESPONSIBILITY ON TO THE BRITISH SECRET SERVICE.



THE GESTAPO INVESTIGATION INTO THE MUNICH BOMB PLOT HAS BEEN GOT UP WITH TRUE TEUTONIC MINUTENESS. HERE UNIFORMED WORKMEN HAVE BEEN SET TO SEARCH THE WRECKAGE OF THE BEER HALL FOR CLUES.

SHOT DOWN BY THE R.A.F. IN FRANCE.



THE WRECKAGE OF A BULLET-RIDDLED GERMAN DORNIER FIGHTER SHOT DOWN BY THE R.A.F. THE MACHINE "PANCACKED" INTO A FIELD. (G.P.U.)



INTENDED FOR USE BY THE GUNNER AND WIRELESS OPERATOR: EIGHT OXYGEN CYLINDERS, MOST OF THEM BULLET-PIERCED, IN THE WRECKED DORNIER AIRCRAFT, ONE OF A NUMBER RECENTLY SHOT DOWN ON THE WESTERN FRONT. (C.P.)



THE FUSELAGE OF THE WRECKED MACHINE, SCARRED AND RIDDLED BY THE BULLETS FROM THE ROYAL AIR FORCE FIGHTERS, WHICH HERE AGAIN DEMONSTRATED THEIR COMPLETE MASTERY OF GERMAN BOMBERS. (Keystone.)

The devastating nature of gunfire directed from Royal Air Force attacking aircraft is clearly demonstrated in these striking pictures of the wreckage of one of Germany's vaunted Dornier 'planes, which was shot down recently behind the lines, in a typical display of R.A.F. air mastery. No fewer than seven German aeroplanes—four Dornier "Do.17s," two Heinkel "IIIKs," and one unidentified—on reconnaissance, were shot down on one day in November by British fighters. The four Dorniers came down on French territory, one falling north-east of Vouziers, one near Châlons-sur-Marne, another near St. Avold, and the fourth near Sponville. The first machine was neatly "pancaked" by its pilot, the pilot and observer dragging their wounded gunner from the machine and then setting it on fire, while holding up at the point of a revolver a French peasant who attempted to stop them. Examination of the wreckage of one of the Dornier machines showed that it was of the oldest type, with 660-h.p. BMW upright Vee motors, the aircraft having a top speed of only 249 m.p.h., much below that of the later versions with Daimler-Benz inverted Vee motors of 1050 h.p. each.

BY APPOINTMENT
TO THE
PRINCE OF WALES
1936

BY APPOINTMENT
TO H.M.
KING OF SWEDEN



*Quality
Sells*

Sanderson's LUXURY BLEND SCOTCH WHISKY

Wish all your friends
A Happy Xmas with
Craven 'A'



This is the FLAT POCKET TIN
50 for 2/11



25 for 1/5½ • 40 for 2/4
50 for 2/11 • 100 for 5/10
150 for 8/9 • 200 for 11/8

MORE and more people are smoking Craven 'A' because these famous Cork-Tipped cigarettes are fresher, cooler—smoother to the throat. You can be certain you are choosing a gift which will be thoroughly appreciated if you send all your friends Craven 'A' this Christmas.

MADE SPECIALLY TO PREVENT SORE THROATS.

A NEW CHAPTER OF HITTITE SCULPTURE OPENS :

A THRICE-REBUILT TEMPLE AREA AT ALALAKH REVEALS AN ART ALREADY WELL DEVELOPED IN THE FOURTEENTH CENTURY B.C.

By SIR LEONARD WOOLLEY, Director of the British Museum Excavations in North Syria.
With Photographs Reproduced by Courtesy of the Trustees of the Museum.
(See also Illustrations on Pages 868-869.)

Last week Sir Leonard Woolley described the recent excavations at Atchana (the ancient Alalakh), a meeting-place in 1800-1700 B.C. of the cultures of North, East and West. A palace has been found older than that of King Niquepa, whose excavated palace and the unique objects found there were described and illustrated in our issue of Sept. 17, 1938. It produced conclusive proofs of contact with Minoan Crete. In his second article, printed below, he describes the surprising discovery at the close of the season of the superimposed remains of four Hittite temples, together with statuary which provides landmarks of the utmost importance in the rise of Hittite art. A map of Northern Syria, showing the locality of Alalakh, appeared on page 833 of our previous issue.

TOWARDS the close of our season at Atchana a surprising discovery was made—that of a Hittite temple adorned with stone sculptures. It was surprising, in the first place, because its ruins lay almost immediately below the surface of the ground, so that the carved stones might well have been grazed by the plough, and yet there had been no sign of it visible, nor was there any record of sculptures having been found here in the past; and, in the second place, because our city site was deserted soon after 1200 B.C. and—since the known Hittite sculptures of North Syria are generally assigned to a later date than that—the chances of our discovering any such sculptures had seemed to be very slight. But the statues and reliefs of Atchana-Alalakh are very much earlier than the twelfth century. The site of the temple was consecrated ground and had been occupied by a succession of buildings superimposed one above the other. As a shrine fell into decay it had been dismantled, and over its remains a new shrine had been built on more or less similar lines to replace the old. We have excavated only part of the two uppermost levels, but soundings show that underneath there are at least two more, so that four temples have in turn stood here, and between them must represent a considerable lapse of time.

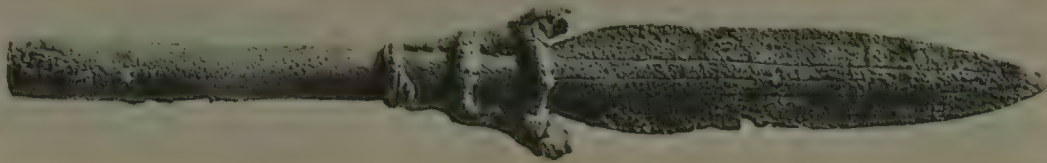
Of the topmost building, which should date to somewhere about 1200 B.C., there is but little left

them, and they had originally been carved for the third or even for the fourth temple, so that their date must go back to the fourteenth or perhaps to the fifteenth century B.C.



1. A GENERAL VIEW OF THE SECOND-LEVEL TEMPLE SHOWING (FOREGROUND) THE COLUMNED ENTRANCE, THE BASIN, AND "ALTAR" (RE-ERECTED IN THE CENTRE OF THE CHAMBER), AND THE SANCTUARY STEPS FLANKED BY LIONS, WHERE EXCAVATIONS WERE CARRIED BELOW FLOOR-LEVEL, TO DISCLOSE MORE OF THE SCULPTURED BODIES.

The excavated part of the second-level temple (Fig. 1) has revealed a long hall, with a wide entry at one end. This entry consists of a single column on a very large basalt base, set between piers



2. A CLUE SHOWING THAT THE SECOND-LEVEL BUILDING WAS A TEMPLE. THIS BRONZE SPEAR-HEAD, WITH ITS BLADE GRASPED BY LIONS, IS REPRESENTED AS AN OBJECT OF WORSHIP ON THE FAMOUS YASILIKAYA RELIEFS IN CENTRAL TURKEY. IT IS A SYMBOL OF THE WAR GOD.

projecting from the side walls (the side walls were of mud brick and have disappeared). At the other end of the hall a flight of shallow stone steps leads up to the sanctuary. The steps are in the middle of a wall of basalt slabs and are flanked by lions' heads carved in the round (Figs. 5-8). In the long hall there were found a statue-base of basalt in the form of a throne supported by lions' legs; and a large double trough, or basin, of basalt; in the corner of it, close to the stairway, was a well-head. A seal inscribed with Hittite hieroglyphs was evidence, if such were needed, that the building was Hittite. That it was a temple was proved by two other objects found in it. The first of these was a base, or altar, of basalt carved in the form of a table and decorated with the heads of swans or geese (Fig. 3); the second was a bronze spear-head some sixteen inches long (Fig. 2), of which the blade was grasped by two figures of lions moulded in the round. It is not a weapon of war, but a symbol of the war god, a symbol which is represented as an object of worship on the famous rock reliefs of Yasilikaya, in Central Turkey.

It was at once obvious that the lions' heads were not in their original position. They were set so low

in the wall face that their lower jaws almost touched the clay floor, and a little examination showed that the breasts and legs went down below that floor and the wall blocks concealed the lion's body, carved in relief, on one side of the stone. When we dug the floor away it was found that the lions were not even complete; the front paws of both had been broken off, and of one the hind-quarters also were missing. The sculptures, therefore, had once belonged to another and an older building. When we cleared the well-head this was further explained. The well was an old one, constructed in burnt brick, but when the temple floor was raised in our second period, the well-head

had to be heightened too, and this was done in stone. Amongst the stones used were the paws of one of our lions and the fore-part of a third lion. When we removed the steps between the lions, we found that one had on its under-side a relief which had once decorated an earlier temple.

As the clearing of the building proceeded, a pit was found sunk in the floor and filled with earth and large stones, all of them old building-stones. At the bottom of it, lying on its face with the head broken off and lying by the body, was a limestone statue rather more than three feet high, the whole front of which, from the cheek to the skirts of the clothing, was covered with cuneiform writing (Figs. 9-12). It is a seated figure, not of a god, but of a king or ruler, the figure which once occupied the basalt throne already described. The inscription, which is written in a peculiar style and is difficult to read, suggests that this statue also is much older than the temple in which it last stood and may date to the fifteenth century B.C.

The sculptures are perhaps the earliest "Hittite" sculptures to which a date can safely be assigned, and are therefore most important documents for the evolution of Hittite art.

What is strange about them is the difference in style between the three lions. The subject is the same, but the treatment is extraordinarily varied—one, indeed, might almost be a Chinese work of the Ming Dynasty. This variety, together with the rather childish ineptness of some of the details, might be taken as showing the gropings of an art still in its infancy. But about the

figures as a whole there is a monumental air, an architectural planning, which implies on the part of the artists experience as well as insight. Contrary to the generally accepted theories, Hittite sculpture was already well advanced as early as the fourteenth century B.C.



3. ANOTHER CLUE TO THE SACRED NATURE OF THE BUILDING: THE "ALTAR," OR BASE, CARVED IN BASALT IN THE FORM OF A TABLE AND DECORATED WITH THE HEADS OF SWANS OR GESE



4. THE OUTLINE IN RELIEF OF WHAT WAS A MUCH MORE HIGHLY FINISHED—AND PROBABLY PAINTED—SCULPTURE: A BASALT SLAB CARVED WITH A SCENE OF TWO PEOPLE WORSHIPPING A SACRED SYMBOL; THE STONE BEING ORIGINALLY COVERED WITH A COAT OF FINE PLASTER IN WHICH THE DETAILS OF THE FIGURES WERE WORKED.

LIONS THAT TAKE HITTITE SCULPTURE BACK TO 1300 B.C.

PHOTOGRAPHS BY COURTESY OF THE TRUSTEES OF THE BRITISH MUSEUM. (SEE SIR LEONARD WOOLLEY'S ARTICLE ON THE PRECEDING PAGE.)



5. THE FIRST LION—ONE OF THE TWO STONE FIGURES PROJECTING FROM THE TEMPLE WALL, FLANKING THE SANCTUARY STEPS—EXCAVATED BELOW FLOOR-LEVEL, AND REVEALING THE FRONT PAWS BROKEN AWAY.



6. THE SECOND LION FLANKING THE SANCTUARY STEPS (SEE FIG. 1), SHOWING THE FRONT PAWS (FOUND AMONG MIXED STONES BUILT INTO THE MOUTH OF A WELL) RESTORED.



7. THE SECOND LION, TAKEN, LIKE THE OTHERS, FROM AN EARLIER BUILDING, AND WITH BREAST SIMILARLY COVERED WITH CONVENTIONAL LOCKS OF HAIR—SEEN FROM ABOVE AND SHOWING THE GROTESQUELY LARGE EYES.



8. LIKE A CHINESE WORK OF THE MING DYNASTY: THE THIRD LION, HEAD AND FORE-QUARTERS COMPLETE, FOUND ON THE SITE OF THE TEMPLE—DISCOVERED AMONG STONES USED FOR RAISING THE TEMPLE FLOOR.

The stone lions pictured above were discovered at Alalakh towards the end of the excavations last spring, amid the architectural remains of the second-level temple, at the bottom of a broad flight of shallow basalt steps leading to what may have been the sanctuary. Of Figs. 1, 5, 6, and 7 Sir Leonard Woolley writes:

"On either side of the steps there projected from the wall a lion's head carved in the round, of about life-size, set so low down that the gaping jaws were little more than a foot above the clay floor." Our readers will probably be struck by the resemblance between these Alalakh lions and the celebrated Lions of Delos.

HIDDEN IN PERILOUS TIMES: THE BROKEN STATUE OF A HITTITE KING.

PHOTOGRAPHS BY COURTESY OF THE TRUSTEES OF THE BRITISH MUSEUM.



9. THE HEAD OF THE WHITE LIMESTONE STATUE OF A SEATED KING, OR RULER, PARTLY COVERED WITH CUNEIFORM WRITING—SHOWING THE INLAID EYES AND CONVENTIONALLY RENDERED WHISKERS AND BEARD.



10. A FIGURE WHICH RESTED ON THE LION-FOOTED THRONE FOUND IN THE TEMPLE—OBVIOUSLY HIDDEN IN TIME OF DANGER: THE LIMESTONE STATUE, WHOSE WHOLE BODY IS COVERED BY CUNEIFORM INSCRIPTIONS (HEIGHT, 3 FT.).



11. A CHAIR WITH LIONS' FEET SUPPORTS—THE BASALT THRONE FOR THE STATUE: ON THE TOP CAN BE SEEN THE SOCKET FOR THE STATUE, WITH PROJECTING HOLLOW FOR ITS TWO FEET.



12. AS FOUND AFTER BEING HIDDEN AWAY, PERHAPS, IN THE FIFTEENTH CENTURY B.C., INSIDE THE STONE WALL OF THE LEVEL I. TEMPLE: THE BROKEN STATUE LYING IN THE PIT, WHERE IT HAD BEEN CONCEALED.

This statue was found on its face, the head broken off and lying beside it, at the bottom of a hole inside the stone wall of the Level I. temple. The whole front of it, from the cheek to the skirts of the clothing, is covered with cuneiform writing, some fifty lines in all. It is to be hoped that this inscription will

eventually furnish a definite date, as it certainly suggests that the statue may be of the 15th century B.C. There is a curious resemblance to Sumerian work, suggesting that a provincial North Syrian art had preserved some of the characters of its prototype for hundreds of years after Sumer had ceased to exist.

FAMOUS MEN IN FINLAND AND BEYOND: PERSONALITIES AND NEWS.



FINLAND'S SUPREME C-IN-C.:
FIELD-MARSHAL MANNERHEIM.



C-IN-C. OF THE FINNISH ARMY:
LIEUT.-GENERAL OSTERMANN.



A WORLD-FAMOUS FINNISH
ATHLETE: P. NURMI.



FINLAND'S MINISTER FOR
FOREIGN AFFAIRS: M. TANNER.



THE PRIME MINISTER OF
FINLAND: M. RISTO RYTI.

Above are some of Finland's national figures, including P. Nurmi, the famous long-distance runner, who is now serving in the Army. Finland's Prime Minister is Dr. Risto Ryti, returned to politics from the Governorship of the National Bank of Finland. Commanding the armed

forces is Field-Marshal Mannerheim, who achieved fame as a "White" leader during the Finnish Civil War, and who for a time was Regent, wielding quasi-dictatorial powers. A member of the Tsar's Imperial Army, Mannerheim also fought on the Eastern Front. [Continued below on l. 1.]



A WORLD-FAMOUS FINNISH COMPOSER: M. JEAN SIBELIUS.

[Continued.] He is aged seventy-two. M. Tanner, Minister of Foreign Affairs, is a Social Democrat. He was much in the public eye during the unsuccessful negotiations with Russia before the latter's invasion of Finland. Lieut.-General Ostermann, aged forty-seven, is Commander-in-Chief of the Army. The son of a police inspector, General Ostermann studied at the Swedish Military Academy. Jean Sibelius, one of the world's great composers, was born in 1865. He lives near Helsinki. ("March of Time" Film.)



A WAGE-EARNERS' PENNY-A-WEEK SCHEME FOR THE LORD MAYOR'S RED CROSS FUND
LAUNCHED AT THE MANSION HOUSE.

To enable wage-earners to contribute to the Lord Mayor's Red Cross and St. John Fund for the Sick and Wounded in the war, a penny-a-week scheme was launched at the Mansion House on November 29, the Lord Mayor presiding. Our photograph shows (l. to r.) Lord Crewe, the Lord Mayor (Sir William Coxen), Lord Iliffe, Lord Southwood, the Dowager Lady Amphil, and Lady Coxen. A message was read from the King welcoming the proposal.

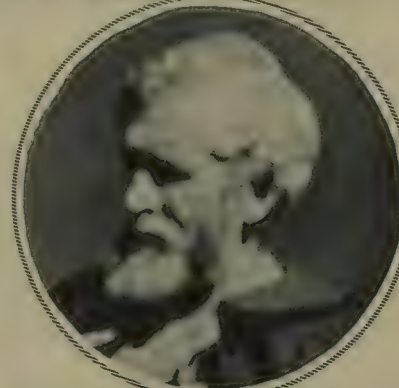


CAPTAIN E. C. KENNEDY.

The Commander of the "Rawalpindi," killed when his ship was sunk by the "Deutschland" on November 23. Though over sixty, Captain Kennedy volunteered when war broke out and was given command of the "Rawalpindi," commissioned for service on the Northern Patrol.



A GREAT ENGLISH WRITER AND HISTORIAN, AND WELL-KNOWN MILITARY
COMMENTATOR ON THE WESTERN FRONT: MR. HILAIRE BELLOC WITH
FRENCH AND BRITISH OFFICERS OUTSIDE A FRENCH CHATEAU.



MR. LLEWELYN POWYS.

One of the famous family of writers, his brothers being J. C. and T. F. Powys. Died on December 2; aged fifty-five. Llewelyn Powys was the author of many books, including "Black Laughter" (1924), "The Pathetic Fallacy" (1930), and "Impassioned Clay" (1931).



THE MAHARAJA OF PATIALA HOLDS HIS FIRST DURBAR
SINCE ASCENDING THE GADDI.

A picture just received from India showing H.H. the Maharaja of Patiala—one of the first Indian Princes to place all his resources at the service of Britain—arriving for the annual Durbar. This is the first Durbar which he has held since his accession to the Gaddi, or throne of Patiala.



PROFESSOR E. A.
GARDNER, LITT.D.

Died November 27; aged seventy-seven. Emeritus Professor of Classical Archaeology, the University of London, and Vice-Chancellor, 1923-26. Was Director of the British School of Archaeology in Athens in 1887, and a pioneer of Hellenic travel. Served in R.N.V.R., 1914-18, although over age.

MARSHAL
WU PEI-FU.

The Chinese warrior poet. Died December 4, aged sixty-one. In the 'twenties Chinese unification seemed possible under him. He was defeated, however, in 1927. Last year the Japanese attempted to persuade him to head a new Federal Government, but failed.



THE NEW GOVERNOR OF BENGAL, AND LADY HERBERT,
AT GOVERNMENT HOUSE, CALCUTTA.

The State arrival in Calcutta on November 19 of the new Governor of Bengal, Sir John Herbert, with Lady Mary Herbert, was attended by the customary brilliant ceremonial. Crowds cheered the procession of the State coach with its bodyguard from Howrah to Government House.

BOOKS OF THE DAY.

SINCE books are a form of speech, it might perhaps be said that the Silent Service is not quite so silent as it used to be. In wartime, of course, the Navy is very reticent concerning its activities, and at all times it refrains from anything like clamour or self-advertisement. On the literary side, however, our sailors have of late years become slightly more communicative. I can remember, for instance, a good many naval autobiographies, descriptions of life in warships, accounts of naval actions in the last war, and critical studies of British naval policy in ship-construction or international relations. When the naval man does talk—either verbally or through the medium of print—he talks very much to the point, and in any controversy over professional or technical matters he hits hard. Names are seldom mentioned, but some of the strictures indicate a possible black list of persons in authority who at various times in history—doubtless with the best intentions—have committed errors of judgment tending to the decline and fall of the British Empire.

Such criticism occurs, though it is not the main feature, in a book of vital significance and red-hot topicality—“EVOLUTION OF SEA POWER.” Studies of modern naval warfare and the effect of evolution on the basis and employment of Sea Power. Edited by Charles W. Domville-Fife. Illustrated with charts, diagrams and photographs (Rich and Cowan; 18s.). This volume naturally has a close bearing on the present war, but I have not noticed any direct reference to recent events. Doubtless it is too early for professional comment. The facts and conclusions given in the book are based on experience gained in the last war, but are none the less urgent on that account, particularly those concerning aircraft, submarines, and mines. The names of the contributors to the work indicate

By CHARLES E. BYLES.

a half-depreciatory gesture, he replied: “Eternal watchfulness.” The editor explains that in these “essays on naval thought” there is a certain amount of reiteration, because each is a separate study written independently of the others. The younger school has not been excluded, and occasionally there may be divergence of views. Among the subjects discussed are capital ships, gun-power, speed and armour, the merchant navy and sea power, naval bases, convoys, and overseas transport.

Although the volume deals with lessons of the last war, there is hardly a page which does not set the reader thinking of things that have happened since Sept. 3 last. Thus, Vice-Admiral Usborne writes regarding submarines: “Germany, for many years held back by the Versailles Treaty, is building hard, and had 38 boats built or building in 1936. Moreover, she has just ‘upset everything’ by inventing a new method of propulsion which will enable her latest submarines to travel at amazing speeds submerged, a feature which will make their attack more deadly and their destruction far more difficult.” Again, in the chapter on capital ships, we read: “The present aircraft-carrier is such a large target that her survival as a type is dubious, although several are under construction. It may be that smaller carriers, equipped with about a dozen seaplanes will be used in future. Many capital ships and some cruisers abroad have their own aircraft now. This system seems preferable to having all aircraft in one or two huge carriers which are sure to attract hostile attention.”

One of Germany’s much-discussed “pocket battleships,” of which much has been heard and rumoured since the present war began, provides an example of that “divergence of view” to which Mr. Domville-Fife has drawn attention. Mr. E. H. Baxter asserts: “The German *Deutschland*, for example, could only be countered with a capital ship. No cruiser afloat at present could hope to deal with her. And in a very few years Germany may have several *Deutschlands*.” On the other hand, Vice-Admiral Usborne says: “The *Deutschland* is another freak type. Its purpose, perhaps, was to stagger humanity as an exhibition of what German designers could do on 10,000 tons, perhaps to enable Germany to command the

Baltic, or perhaps, again, for use as a raider of convoys, at which game it would be pre-eminent. . . . The type owes its spectacular armament to weight-saving by Diesel engines and electric welding, but it cannot meet either a battleship or a cruiser with any hope of success, by reason of its thin armour and its lack of a cruiser’s speed.”



SCANNING THE SKIES FOR POSSIBLE ENEMY RAIDERS—TWO OBSERVERS AT A LOOK-OUT POST NEAR LONDON.

The responsibility of detecting the presence of enemy raiders over Britain often rests on the Observer Corps, of whom more than 15,000 are stationed on the coasts or inland. Their task is exacting in the extreme; and their 48-hour week is worked in three-hour spells, usually with two men to each post—the “spotter,” and the “teller,” the latter with a direct line to the local reporting centre, where his news of “plane movements is recorded by moving coloured counters on a map board. (Keystone.)

Elsewhere, however, Vice-Admiral Usborne himself writes: “Germany’s three 10,000-ton battleships of the *Deutschland* class, carrying 11-inch guns and with a speed of 26 knots, can only be met successfully in battle by ships with equal or larger guns. These ships would certainly operate on the trade routes in the unhappy event of another European war, and their equivalent is our Battle-Cruiser Squadron, consisting of the *Hood* (30 knots) and the *Repulse* and *Renown* (27 knots).”

Over and above all considerations of material strength—in ships, guns, armour and so on—stands the great question of leadership and strategy. On this matter some of the writers criticise the conduct of the “sea affair” between 1914 and 1918. Thus, regarding Anti-Submarine Warfare, Vice-Admiral Gordon Campbell, V.C., says: “The final conclusion I draw from the last war is that, whereas defensive measures . . . are undoubtedly necessary, yet we should be prepared for more offensive measures. . . . Last, but not least, destroy hostile submarines in their harbours before they come out.” Again, Admiral Sir Barry Domville, discussing The Personal Factor in Naval Warfare, declares: “One of the most important lessons [of the Great War] was the need for cultivating the offensive spirit in the training of our naval officers. . . . The personnel was as good as ever: properly led, it would have gone anywhere and done anything. But the training had gone wrong. . . . Rather were we waiting to see what the German fleet was going to do. . . . In the end the initiative at sea was taken by the Germans and the naval war developed into a struggle between the enemy submarine campaign against our commerce and our own defensive arrangements to cope with this peril. We only just got through.” Undoubtedly the whole book will be carefully studied by the naval authorities, besides providing the general reader with much food for reflection.

British naval enterprise in the past has not been restricted to warlike achievements and “policing” the seven seas, but has also conferred many benefits on the world by exploration and discovery. One of its finest endeavours in this direction, though an ill-fated one, is newly recorded in “SIR JOHN FRANKLIN’S LAST ARCTIC EXPEDITION.” A Chapter in the History of the Royal

(Continued on page 878.)



A USEFUL RELIC OF THE 1914-18 WAR: THE OLD U-BOAT PERISCOPE ON TOP OF THE AIR-RAID SHELTER AT LONDON TRANSPORT’S CHISWICK WORKS, BY MEANS OF WHICH THOSE WITHIN CAN SEE WHAT IS GOING ON OUTSIDE.

its high authority. Admiral of the Fleet Sir R. Y. Tyrwhitt has written a short foreword, and adds a note to Admiral Wilmot Nicholson’s discussion of the fuel problem. The other writers comprise Admirals Mark Kerr and Sir Barry Domville, Vice-Admirals C. V. Usborne, J. E. T. Harper, and Gordon Campbell, Commander A. L. Gwynne, Mr. E. H. Baxter, and Lieut. Commander Douglas Dixon. There are also opinions expressed by Admiral of the Fleet Sir O. de Brock, Admirals Sir Sydney Fremantle and Sir Percy Douglas, Captain Sir A. H. Rostron, and Lieut.-Commander D. S. E. Thompson.

In his introduction, Mr. Domville-Fife recalls a conversation he had with Lord Jellicoe one evening, long after the end of the Great War. “‘Have you,’” he asked him, “‘a phrase that seems to sum up the essential factor in sea power?’ For a brief minute the great little Admiral looked unseeingly across the room, then with a smile and



THE CONTROL-ROOM, NOT OF A U-BOAT, BUT OF LONDON TRANSPORT’S AIR-RAID SHELTER AT CHISWICK: ITS PERISCOPE MANNED AND THE OBSERVATIONS BEING TELEPHONED TO THE WORKS MANAGER.

This U-boat periscope, a relic of the 1914-18 war has been set up by London Transport at their Chiswick works for observation purposes in the event of air raids. When the warning sounds all the staff except those who must remain on duty go down to the shelter. Through the roof of the control-room extends the periscope, and the look-out man has a perfect view of events outside. (Photographs by Keystone.)

The World of the Kinema.

By IVOR BROWN.

THE VICTORY OF VICTIMS.

IT was possible in London a week or two ago to see the Crazy Gang in their usual and fleshly home, the Palladium, and also at the Gaumont Cinema, in their new film, "The Frozen Limit." This sextet of fantastic drolls is certainly well assorted and well beloved. It is also more popular, it seems, in the person than in the shadow. In a Palladium revue, these clowns can pack that enormous house for fourteen performances a week for nearly a year: a few weeks of "The Frozen Limit" sufficed the West End filmgoer. Yet it was a good enough picture, full of knockabout nonsense, with the Gang in an Alaskan gold-rush. Talking of gold-rushes, what memories of Chaplin! I cannot see a frozen waste on the screen, or a coveted nugget, without the vision of that elfin figure at large in the huge and husky West

Thereby hangs a theory. The film need not necessarily have its own comedians, but it usually flourishes most with these specialists. Certainly it seems to do best with frail physiques and slight personalities. Aggression pays on the stage, especially on the music-hall stage, where it is necessary to deliver a vehement and vigorous attack and exercise dominion over an audience which may be restless and has to be conquered. Frail figures may, of course, dominate, like the Leno of old, and the Formbys (father and son), but it is easier for the drolls who take the audience, as it were, by the scruff of the neck and shout or scowl them into meek attention. The greatest music-hall attack of all is that of George Robey; the robust, the rubicund, the uproarious Robey has his house grovelling and revelling in an instant. To that school belong the Crazy Gang. How they shout, how they buffet each other, how they belabour our attention! Not all or equally, for Mr. Teddie Knox is capable of subtle acting. But on the whole their joy and business is to be "a riot."

On the screen, of course, this will not do, and they know it. A small voice and a small gesture go a very long way in front of a camera: indeed, the film, as Chaplin, Keaton, the younger Formby, and dozens of other lightweight clowns have proved, is the Empire of the Little Man. Film-fun needs a tincture of pathos. It is the "puir wee body" who gets the glittering prize. No rule of this kind is absolute; an occasional "heavy" may plod to the summit of screen-drollery, but on the whole it is the sly little, shy little fellow, the battered imp with a load of trouble as well as of mischief, who is triumphant in the vast majority of cases.

It would be impossible to describe our Crazy Gangsters as sly, or shy, or frail, or elfin. Their fun is of the slap-bang,

and gets the worst of the trouble. When the Gang are in danger of being lynched by the tough guys of Alaska, or when they go in risk of any other kind of ruin, they



"DISPUTED PASSAGE"—BEAVEN (JOHN HOWARD) BETWEEN THE GIRL HE LOVES (DOROTHY LAMOUR) AND HIS MENTOR, DR. FORSTER (AKIM TAMIROFF), WHO BELIEVES SHE WILL WRECK HIS PUPIL'S CAREER. "DISPUTED PASSAGE" IS AT THE PLAZA.

"Disputed Passage," set in a "Middle West" medical college and war-ravaged China, turns on the falling in love of a brilliant medical student, John Beaven, with a girl collecting funds for China. Dr. Forster, a world-famous scientist, tells her she will ruin Beaven's career: she flees to China; Beaven follows. In China, a war disaster brings an unexpected happy ending.

usually set upon the unfortunate Naughton, and make him the target of abuse and recipient of wrathful blows. Just because he seem to be the meekest and the weakest, one immediately begins to regard him with most favour, and even to think him the funniest. The rule holds true that, on the screen, he who roars and ram-pages like a bull will be less effective than the man with a scapegoat part who goes bleating through his bullyings and meekly endures his misadventures.

"The Frozen Limit" has, as all comic films ought to have, some chases and pursuits and fantastic business, with collapsing walls and furniture. This was the earliest kind of film-fun, and is certainly some of the best. In the new Will Hay picture, "Where's that fire?", there is plenty of this material drollery. Will Hay himself scores not by being exactly frail and pathetic but

by a masterly and good-humoured incompetence, which is first cousin to the exquisite futility of a Little Man. As a fireman he naturally gets into most frightful confusion, and I am for ever devoted to pictures in which a duffer, with some uncontrollable machine, holds up all the traffic and breaks all the windows.

What Jack Hulbert once did marvellously with an enormous ladder, Will Hay now does with an immense, unmanageable pole. When Hay was the harassed schoolmaster of his famous music-hall sketches, he conquered by kindness. One knew that he tried to be severe, but could not; his cane was no more threatening than a straw. The place of benevolence in humour is a large one, especially in this country, where mild is preferred to bitter at the bar of public opinion.

Happening upon the recent Astaire-Rogers film about those ill-fated dancers of genius, the Vernon Castles, a film now in general release, I was struck yet again by the power of weakness on the film. Mr. Fred Astaire's genius may be regarded as chiefly resident in his feet: his dancing has the quality of good conversation. The same, perhaps, is true of his partner, Miss Ginger Rogers, with whose aid he proves that dancing, if not the poetry of motion, is at least its crooning.

In this film, which necessarily has a tragic ending, both have to do some real acting, and they do it extremely well, or, as far as screen-results are concerned, with proper lachrymose effectiveness.

To this they are plainly assisted by the fact that neither assaults our emotions too hard. Their personalities are



"ON THE NIGHT OF THE FIRE," A REALISTIC PICTURE OF ENGLISH LOW LIFE, WHICH OPENED AT THE LEICESTER SQUARE THEATRE ON NOVEMBER 24: RALPH RICHARDSON (LEFT) AS THE BARBER, DOGGED BY ILL LUCK, AND THE DRAPER (HENRY OSCAR) WHOM HE MURDERS WHILE EVERYONE IS FIGHTING A BIG FIRE.

This moving British picture grimly and vividly portrays the slow ruin of an unfortunate barber in a Tees-side slum. In an attempt to escape with his wife (Diana Wynyard) from their squalid surroundings, he steals; but she owes money to the draper, and they stay on, till the final tragedy takes place.

suitably small, even frail. He has to be a great hero, but he remains, prudently and fortunately, a little man. Photography deals in negatives, both in material fact and artistic values.

It would be impolite, as well as untrue, to say that Miss Rogers and Mr. Astaire are negative in this picture; but they are not too positive. He does not assert the airman's bravery, or she the wife's patience, too strongly. As in crazy humour, so in straight pathos, the winner is he who does not show too much concern about winning, or parade the strength of will and physical force which one usually associates with victory. In kinema, the strongest goes to the wall, the weakest, in victory, to the summits of the screen.



THE GANGSTER, EDDIE FUSELI (JOSEPH CALLEIA), AT THE DOOR, HAS BOUGHT OUT THE "GOLDEN BOY"—A BITTER BLOW TO THE BOY'S MANAGER (ADOLPHIE MENJOU), AND GIVING STILL MORE CAUSE FOR UNHAPPINESS TO HIS MUSIC-LOVING FATHER (LEE J. COBB; EXTREME LEFT).

longue-twisting, practical-joking order. At the Palladium they are all over the place, like a band of monkeys. It is impossible, and it is unrewarding, to be all over a film, because on the screen the victim is usually the victor. The Gang have done their best to key themselves down to the level of the film fun; they know that if they allowed their true and tremendous vitality to emerge in front of the camera, it would blow the whole affair to pieces. Even so, their sort of buffoonery is not quite right for its medium. In "The Frozen Limit" they have with them Mr. Moore Marriott, a regular film favourite, who plays the part of an inoffensively daft old man. Just because that personality has a flavour of pathetic frailty, Mr. Marriott runs away with the episodes in which he appears. It seems to be the constant law of the kinema that he who gets slapped is he who gets the palm of victory as well as the palm of the punishing hand.

This was apparent also in the case of the Crazy Gang. Charlie Naughton in this picture collects most of the kicks



"GOLDEN BOY," THE FILM OF CLIFFORD ODET'S SUCCESSFUL PLAY—THOUGH WITH A HAPPY ENDING—AT THE REGAL: JOE BONAPARTE (WILLIAM HOLDEN; STANDING, RIGHT), THE VIOLINIST WHO SACRIFICES HIS ART FOR THE PRIZE RING; AND (LEFT TO RIGHT) MR. CARP (WILLIAM H. STRAUSS), JOE'S FATHER (LEE J. COBB), SIGGIE (SAM LEVENE), LORNA MOON (BARBARA STANWYCK), AND ANNA (BEATRICE BLINN).



This is the Gin

made as only the purest and best Gin can be made, by the process of distillation and rectification, the secret of the House of Gordon since 1769.

**The Gin with
world reputation**

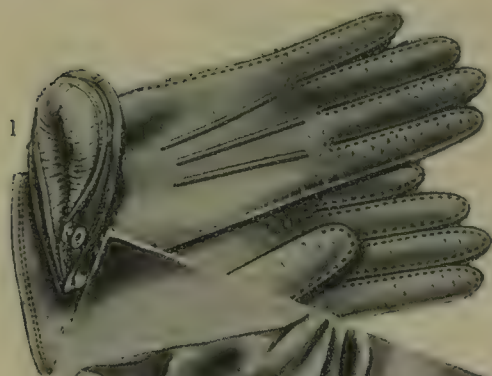
13/6
per bottle
½ bottle 7/-
¼ bottle 3/9
U.K. only

Gordon's Stands Supreme

Gifts-

A FEW SUGGESTIONS FROM

**DEBENHAM
& FREEBODY**



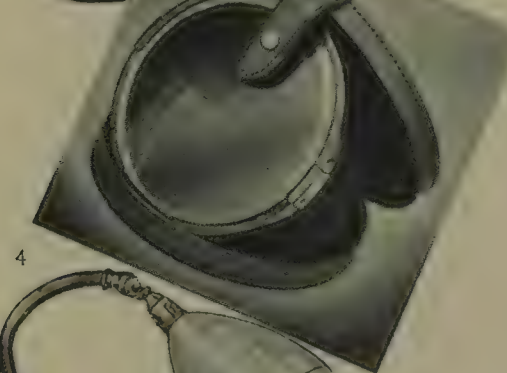
1
Men's hand-sewn Buffed
Hogskin gloves with detach-
able cashmere lining. In beaver 32/9
Also unlined - - 23/9



2
Ladies' Chiffon Evening
Handkerchief with self-
colour hand-embroidered
initial. In red, white, blue,
pink, peach, turquoise;
also black with
white embroidery 7/6
each



3
Useful Hazel Pigskin Sports
Bag, with zip pocket, under
flap, fixed purse and slit
pocket. Size 9 x 7 ins. 32/6



4
Reversible Mirror to hang
or stand; magnifying one
side. Can be folded quite
flat for packing. Diameter
7 inches x 1 inch deep.
In Hide Leather 18/6
Case - - - 25/6

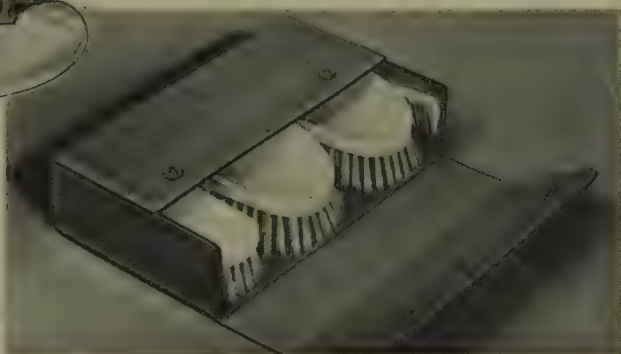


5
The "Best-Lite" Utility
Table Lamp, heavily
weighted base, adjustable
chromium arm, and opaque
metal shade to swivel at
all angles. In cream,
black or dark
green - - - 29/6

6
Selected African Ivory Mili-
tary Brush Set, complete
in pigskin case - - £5:5:0

Post orders receive prompt
and careful attention.

Catalogue of Christmas
Gifts sent on request.



Debenham & Freebody

Langham 4444

WIGMORE STREET, LONDON, W.1 (Debenhams, Ltd.)

CANdid comments by Miss CAN

*When folk
you meet
Seem quite
serene
It's just
because
Their blood-
stream's clean!*



Strain and anxiety cannot be conquered by C.3 health. Get that blood-stream clean, the liver spots out of the way, the impurities out of your nervous system — and you can look things full in the face, even a war. That's why you should take Eno's 'Fruit Salt' every morning. It's the golden rule of fitness — gets you up full of vigour in the morning — and keeps you like that. Never did you need it, as you need it today!

First thing every morning!



Pour a little Eno's into your hand, slide it into a glass of water — and up it goes! Even as you drink it you *feel* it doing you good, cleansing and refreshing your whole system. Eno's is as pure as fresh fruit. Price 1/6 and (double quantity) 2/6. Get a bottle today.

ENO'S 'FRUIT SALT'

• The words 'Eno' and 'Fruit Salt' are registered trademarks

THE CHRONICLE OF THE CAR.
By HAROLD NOCKOLDS.

THE longer this war goes on, and the greater becomes our experience in driving along unilluminated streets with only a limited amount of light from our headlamps, the more useful lessons I



AN ARISTOCRATIC 4-LITRE DAIMLER SPORTS SALOON SEEN AGAINST AN IMPOSING CRAG IN THE DERBYSHIRE HILLS.
Dead quiet while cruising at 85 m.p.h., this fine car is the high-performance model in the Daimler range. An unusual feature in the bodywork is the absence of centre door-pillars, the doors interlocking themselves when closed.

think we shall learn that can be applied to motoring in peacetime. The continuous white line has proved to be a tremendous boon, and so, too, have the chequered markings of the pavement edges on corners, and the letter "P" painted on the road some distance before pedestrian crossings. All these things would help to make motoring at night easier, and therefore safer, in normal times. I realise, of course, that they cost money to maintain, but if it can be done in wartime there is no reason why it should not be done when the world is at peace. In

any case, what's the expense of a few men's wages and some pots of paint compared with the saving of human lives?

And now the Ministry of Transport has introduced a new regulation which will be welcomed by everyone who does much motoring in the black-out. This new Order requires that vehicles standing on roads during the hours of darkness should have their left or near side against the side of the road. Vehicles parked on the "wrong" side of the road are extremely misleading on dark nights, particularly when there is a curve in the road. The most charitable view that can be taken of them is that they are likely to cause confusion, while I personally would go so far as to say that they are a menace to the safety of other motorists. Every responsible motorist will share the Minister's hope that drivers of vehicles of all kinds will readily comply with the new requirement.

There are certain circumstances in which the new Order does not apply. In one-way streets, for example, there is no oncoming traffic to be confused by the side-lights of a car parked on the "wrong" side, and streets in which parking arrangements already prescribed conflict with the new rule will not be affected by it. The same remark applies to taxis and omnibuses standing in appointed places. The Order does, however, apply to streets in which parking is permitted only on one side, and in these cases care must therefore be taken

in future to park cars facing the right direction. In certain cases, too, vehicles used for fire brigade, ambulance, police, or defence purposes will be permitted by the police to waive the rule.

In peacetime it is only illegal to park your car on the "wrong" side with the headlights on. It does not matter so long as the side-lights only are being used. But this practice is often just as bewildering to other road-users in peace as it is in war, and I, for one, would like to see the new prohibition of this kind of parking made a permanent feature of the laws affecting motoring. Perhaps by the time the war is over the moral will have been learnt, but as matters stand at present the Order has been made under the Defence Regulations.

One of the most important points in connection with roads—and I believe the Ministry of Transport is fully alive to this—is that they should not be neglected as they were during the last war. Without continual maintenance, and an annual overhaul of tar or similar treatment, the best-laid roads can

[Continued overleaf.]



A WELL-KNOWN RACING MOTORIST SEEN OUTSIDE THE ROVER WORKS WITH HIS NEW CAR—MR. RAYMOND MAYS WITH HIS 14-H.P. ROVER SPORTS SALOON.



MAY WE
SEND
A CATALOGUE?

24191



B5272

GIFTS THAT LAST A LIFETIME
STERLING SILVER

B5357. Cigarette Case :	N2773. Cigarette Box to hold
5½ in. long £4 0 0	100 £6 0 0
5 in. „ £3 10 0	75 £4 0 0
4½ in. „ £3 5 0	For Cigars 8½x6½x2½ in. £13 5 0
B5202. Cigarette Case with spring clip to hold Cigarettes	B5272. Set of 4, Ash Trays and Match Boxes in Case :
5 in. long £6 7 6	Engine-turned £5 17 6
4 in. „ £5 7 6	Plain £5 5 0
3½ in. „ £4 7 6	
	Applied Badges of any Unit, in Gold and Enamel, £1 5 0 extra

MAPPIN & WEBB

156-162 OXFORD STREET, W.1; 2 QUEEN VICTORIA STREET, E.C.4; 172 REGENT STREET, W.1. LONDON

Burberrys recommend the one coat for Christmas—

THE DUAL BURBERRY

They recommend it as the best possible overcoat for Christmas even if the weather is that of the reputed weather of 100 years ago with frost, snow and bitter cold; or the kind more generally prevalent in these times—pouring with rain, sleet or fog.

It is the overcoat that will stand up to and keep out the bitterest blast and yet it is exceedingly pleasant to wear on ordinary Spring days. A great acquisition!

The Dual is definitely two coats in one. Overcoat and Weather-proof; excellent in both respects. It consists of Burberry Gabardine one side, overcoating the other; both weatherproofed. Turn the sleeves inside out and the coat is completely reversed to overcoat or weatherproof as desirable.



The Dual Burberry that defies cold and that rain cannot penetrate yet with ventilating qualities common to unproofed coats. The coat that prevents chills and is a great comforter in piercing winds and owing to its lightness a very desirable overcoat to have with one even on mild days.

WARNING

"BURBERRY" is a Registered Trade Mark all over the world. Proceedings will be taken against any infringement.

When writing for particulars, please quote N6

BURBERRYS LTD. HAYMARKET, LONDON, S.W.1



ON TWO FRONTS

Christmas—a time of happiness for some, of cheerless grates and empty larders for others. Last Christmas, thanks to thoughtful friends, the Salvation Army brought Christmas fare and comfort to many a needy family. Thousands of the poor shared our Christmas joys.

This Christmas we serve on another front as well. The Services need our help. The evacuated children must be our care. In camps and barracks, in huts and hostels, and elsewhere we must bring the spirit of Christmas to men away from their own fireside, and to the children who are spending their first Christmas away from home. This double duty will prove a tremendous strain on our resources.

Will you help to ease the strain by sending a Christmas Gift to General George L. Carpenter.
101, Queen Victoria St., London. E.C.4

The Salvation Army

Give the men King Six Cigars



6¹/₂ EACH

CARTON OF 5 — 2/8¹/₂d

Wherever "he" is—at home or overseas—he'll appreciate King Six cigars this Christmas. There is a delicacy of flavour and a richness of aroma about King Six that makes them quite distinctive and always completely satisfying. You can rely on King Six—they are made by J. R. Freeman & Son, who have been making fine cigars for over a hundred years.

CARTONS	CABINETS	BOXES	DUTY FREE
2 for 1/1	25 for 13/6	10 for 5/5	You can send 25 King Six to the boys in France for 7/6. Ask your tobacconist for details.
5 for 2/8½	50 for 27/-		
REGAL CASE containing 5 CIGARS 3/9			

Made by J. R. FREEMAN & SON, LTD. • Makers of fine cigars since 1839
royds 97

(Continued.)

quickly degenerate to such a pitch that they have to be completely remade. When hostilities broke out, our road system was far from being adequate for the volume of traffic it had to deal with, and it would be a thousand pities if the roads we actually do possess should be allowed to fall into disrepair. Road improvements and the construction of new arterial roads and by-passes must naturally give way to work of more vital urgency, but maintenance must go on at all costs.

The way in which the British motor industry is doing its best to answer the Government's appeal that the country's export trade should be maintained—and, if possible, increased—is magnificent. The Daimler and Lanchester companies, for example, are able to report that they have followed the latter course. During the first two months of the war the exportation of Daimler and Lanchester cars and commercial vehicles rose by 20 per cent. as compared with the corresponding period of last year, which is extremely gratifying news.

One of the most interesting orders received during this time was for forty-five Daimler fluid flywheel buses from the Durban, South Africa, Corporation. These buses, as has already been proved in this country, are exceptionally easy both to drive and to ride in, and I understand that they have now been introduced on the bus services of fifteen leading cities overseas.

BOOKS OF THE DAY.

(Continued from page 871.)

Navy. By Richard J. Cyriax. With 4 Maps (Methuen; 12s. 6d.). This expedition, though named after its famous commander, was not a private venture but a national undertaking organised, equipped and directed by the Admiralty. It consisted of two

ships, H.M.S. "Erebus" and "Terror," which sailed from Greenhithe in May, 1845, with crews totalling 134 officers and men. The object was not to reach the North Pole, but to pass through a North-West Passage—that is, to sail from the Atlantic to the Pacific Ocean round the northern extremity of America. Five men were left invalided in Greenland, but the rest all perished and the ships were lost. Subsequent relief parties established some of their proceedings before the disaster and found certain relics. In summing up the expedition's results, Mr. Cyriax recalls that it did discover a North-West Passage and was the first to do so.

Explaining why a new book on a historic event nearly a century old was necessary to-day, the author says: "Many accounts of the Franklin expedition have been published. But none have been comprehensive and nearly all have appeared incidentally in books dealing primarily with either the search for the Franklin expedition, or biography, or Arctic exploration as a whole, and therefore only partially or indirectly with the fortunes of the expedition itself. This book is the result of an endeavour to fill this gap." He has also had access to several unpublished sources of information. Mr. Cyriax makes several references to *The Illustrated London News* of the period as being among his principal published sources. One passage

(Continued overleaf.)



A FAMOUS CLIPPER OF THE LAST CENTURY: THE "WILD SHIP OF THE ATLANTIC"—THE "DREADNOUGHT"; BY THE LATE JACK SPURLING, WHO HIMSELF SAILED IN CLIPPER SHIPS.

At B. F. Stevens and Brown's Gallery (8, Seamore Place, or 27, Park Lane) is a charming exhibition of water-colours of famous clipper ships by the late Jack Spurling. Spurling, who died in 1933 at the age of sixty-two, went to sea in the clipper "Astoria" at the age of sixteen. Later, however, he became an actor, before finally devoting all his time to painting sailing-ships—his hobby since schooldays, and for which he became so justly renowned. The catalogues for the show (which is to close on December 16) are being sold in aid of seamen's charities, the proceeds being distributed through the Guild of Master Mariners.

ROLLS-ROYCE

CAR RESEARCH AND DEVELOPMENT

THE Directors desire to make it known that, although the manufacture of Rolls-Royce chassis has ceased whilst hostilities continue, the Company will pursue, without cessation, the important work of research, experiment and development in connection with their chassis.

SERVICE AND REPAIRS

Full facilities for service and repairs for all Rolls-Royce cars are now available at HYTHE ROAD, SCRUBS LANE, WILLESDEN, N.W.10. Telephone Ladbroke 2444 (5 lines) Telegrams Silvagost, Phone, London.

Rolls-Royce Limited
14-15 Conduit Street, London W.1
Telephone Mayfair 6201-6



Pagan health was a gift of a life uncomplicated by nervous storms and crises. To-day, when our nerves are subject to daily attack, we must turn to Science for aid. Read how an eight weeks' course of 'Sanatogen' Nerve-Tonic Food restores Nature's balance and renews worn nerves.

How to win

your 'war of nerves'

The modern doctor makes no mystery of medical science. Proud as he is of its achievements he freely admits its limitations. If this 'war of nerves' had him beaten, he would say so. But experience and experiment have convinced him that almost any form of nerve ravage can be repaired by adequate supplies of organic phosphorus and protein. That is why he unhesitatingly recommends 'Sanatogen' Nerve-Tonic Food which he knows to contain these two precious elements in their most easily assimilable forms. 25,000 doctors have praised 'Sanatogen' in writing because it works naturally and scientifically in renewing worn nerves and building resistance to ordinary ailments and infection. Just as they recognise 'Genasprin' as the most efficacious of all brands of pain relievers, so do they acknowledge 'Sanatogen' as the finest of all Nerve-Tonic Foods.

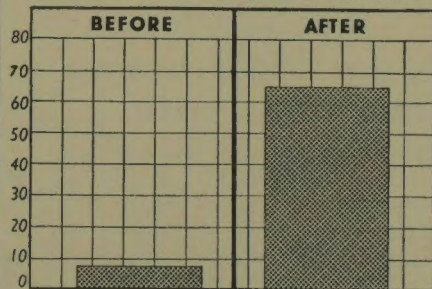
During the last war, a Cabinet Minister told the House of Commons that 'Sanatogen' "is a national necessity for preserving good nerves". It is even more of a necessity to-day. You and your family should start an eight weeks'

course without delay. It will build up your resistance against winter ills and infection — give you brimming confidence and new vitality. Buy a family-jar from any chemist.

PROOF that 'Sanatogen' Nerve-Tonic Food gives you 58% more energy

A group of eminent doctors applied the famous Scheiner Test to a number of indoor workers. They found that six hours' continuous work left them with only 8% of their normal energy. After a fortnight's course of 'Sanatogen' Nerve-Tonic Food, the workers were again tested under precisely similar conditions. In this case 66% of their energy remained. This proves conclusively that 'Sanatogen' Nerve-Tonic Food gives you 58% more energy.

PERCENTAGE OF ENERGY REMAINING



'SANATOGEN' NERVE-TONIC FOOD

A brand of Casein and Sodium-Glycerophosphate.

Obtainable at all chemists in 19/9 jars (8 weeks' course) and 2/3, 3/3, 5/9 and 10/9 tins.

The words 'SANATOGEN' and 'GENASPRIN' are the Regd. Trade Marks of Genatosan Ltd., Loughborough, Leicestershire.

MAKE YOUR PRECIOUS GIFT SOMETHING HE ^{or she} WILL always WEAR

Of very finely finished workmanship, the G.M. Identity Bracelet or Brooch with Service Badge or Emblem is an exquisite intimate gift that is also highly practical. In addition to the recipient's identity details, your personal message can be engraved upon it, thus greatly adding to its sentimental value.



In gold, mounted with pure platinum, Service Badge or Emblem

Price £3.3.0

or in silver with solid gold Badge or Emblem

Price £1.1.0

Available at most good Jewellers, but should you experience the slightest difficulty in obtaining, please write to:—

'G.M.' 4, PARK LANE, LONDON, W.1

CHRISTMAS and the WAIFS

CARRY ON

WE MUST DO SO—
WE CANNOT FAIL
OUR FAMILY OF
5,000 CHILDREN.

Christmas Gifts gratefully
received by The Secretary
WAIFS and STRAYS
SOCIETY
OLD TOWN HALL
KENNINGTON, S.E.11
BANKERS: BARCLAYS LTD.

1/-
WILL PROVIDE
A CHRISTMAS
STOCKING
10/-
WILL FEED
TWO CHILDREN
FOR ONE WEEK

Continued. increases the reader's regret that his book has no illustrations: "A portrait [of Franklin] of special interest, since it is almost, if not quite, the last to be taken, is in the Royal Naval Museum. It is a daguerreotype, made on board one of the discovery ships, probably the 'Erebus,' before he sailed. All the other officers in that ship, and also Captain Crozier, had their portraits taken on the same occasion. All these portraits were published in *The Illustrated London News* of Sept. 13, 1851."

Now that war has so vastly increased the perils of seafaring, it is a relief to turn back to a time when the devilries of mines and submarines were unknown. There were other dangers in the days of sail, however, which lend a spice of adventure to a delightful book which comes to us from across the Atlantic, namely, "THE SEA MADE MEN." Memoirs of an American Sea-Captain, 1826-1840. By Gorham P. Low. Foreword by James Hanley. With 6 Illustrations (Lane; 10s. 6d.). Mr. Hanley rightly praises the charm of these modest reminiscences, which, as he says, give "a most interesting picture of the sea life of that time" and have the true adventurous spirit while devoid of sensationalism. One of the author's compatriots, Mr. Lincoln Colcord, contributes an equally enthusiastic introduction, in which he says: "Captain Gorham P. Low's splendid autobiography, hitherto unpublished, is a veritable discovery in the field of nautical literature. It is amazing that we have never heard of it before; it ranks with the best of our narratives from the hands of early shipmasters."

Captain Low not only describes his own voyages, several of which took him round the world, with vivacity and humour, but he had a cultivated eye for interesting things seen ashore in many lands. Thus, for example, we find him making a tour in Italy and impressed by her art and architecture. At Leghorn he met an English banker, long resident there, of whom he writes: "His memory went back to the days of Nelson, when that great admiral often dined at his table. He said that Nelson was very taciturn and he was always accompanied by his servant, who stood behind him at his meals and cut up his meat for him. Nelson, you know, had

lost an arm." There are also interesting references to Scott, Byron, and the death of Shelley.

I did not really expect to find any naval interest in "GHOSTS OF LONDON." By H. V. Morton. With 12 Gravure Plates (Methuen; 6s.), but I was mistaken. The maritime allusions are, of course, only incidental, for the book is mainly a description of old customs and ceremonies still surviving in London, written in that light and inimitable vein which the author has made his own. It is, I think, one of the best things Mr. Morton has done. Before evoking his "ghosts," he begins with a vivid picture of London as it is now, in these days of A.R.P., balloon barrages, and black-outs.

Romance may lurk in unpromising quarters, and the naval "ghosts" were introduced by an official of the Gas Light and Coke Company! He took Mr. Morton to Trafalgar Square and there showed him some peculiar octagonal lanterns. "'You'll never guess what those are,' said my friend. 'Thousands upon thousands of people pass them every day and don't know what they are. Those four glass lamps are old oil lamps from Nelson's 'Victory' . . . the lamps that swung on Nelson's flagship when she went into battle at Trafalgar!'" Next the man of gas took Mr. Morton to St. James's Square and pointed out a lamp-post "unique in London" made from a French gun captured by Admiral Edward Boscawen in the battle off Cape Finisterre in 1747.

THE PLAYHOUSES.

"GIVING THE BRIDE AWAY,"
AT THE ST. MARTIN'S.

WHEN Messrs. Nauntun Wayne and Basil Radford appeared in the film "The Lady Vanishes," those critics who collect such things as cuckoos' nests, guinea-pigs' tails . . . or what you will in the way of eccentricity, had dared to hope they had been present at the screen showing of a partnership that would go down in theatrical history. Much as Gilbert and Sullivan. Or Mappin and Webb, or Swan and

Edgar in the commercial world. They, Messrs. Wayne and Radford, were such an ideal contrast. Mr. Basil Radford, the pleasingly chuckle-headed stage-major type. One to whom the phrase (on a newspaper bill), "England in Danger of Defeat," induced the direst pessimism. For to him, since the days of Hayward and Bobbie Abel, England has always been in danger of defeat. But, be it noted, only at the Oval, Lord's, or (wind, rain and hail permitting) at Manchester. The suggestion of defeat anywhere else in the habitable globe leaves him so unamused he doesn't even plead a split lip as an apology for not smiling at a feeble joke. Mr. Nauntun Wayne was the perfect contrast. Dapper is an offensive word to apply to a man. Unless one emphasises the fact that it is intended in a complimentary sense. In the very nicest sense of the word Mr. Wayne is dapper. A black vicuna jacket with sponge-bag trousers are his spiritual clothing. The adored of barmaids in those hotels commercial travellers frequent. Suave, to coin a cliché, is the name for Mr. Wayne's charm. Here, then, were the ideal partners. Unhappily, the authors of this farce have provided the sort of plot that requires a dozen or so doors to get its characters on and off the stage, and a pair of gentleman's boots outside a maiden lady's bedroom to provide sex interest. Wit in the dialogue might have atoned. Unfortunately, there is no wit. Mr. Radford, in a praiseworthy effort to get laughs, has "over-produced." The kindest thing one can say is that one hopes, in a very short time, to see Messrs. Wayne and Radford in a farce that is worthy of their talent.

"EVE ON PARADE," AT THE GARRICK.

Here one has Mr. Harry Roy and his Band. Mr. Roy's musicians provide some melody and lots of comedy. But the spectacle of Mr. Roy in full (even, indeed, "immaculate") evening dress at three o'clock in the afternoon struck one critic as much more amusing than anything else. The Tired Tommy (replacing the Tired Business Man for whom this sort of show was originally created) may be disappointed at discovering that the legged-ladies pictured on the programme are mostly swathed in sequins on the stage.

All change to the KENNETT briar

One of the distinguishing features of the famous "Kennett" briar is the unique way in which the bowl is serrated on the principle of a car radiator. This maximum exposure of bowl surface to the air, ensures a cooler, sweeter smoke than is possible with any ordinary pipe. It also ensures a lighter pipe, which even the man with dentures or the most tender mouth can smoke in perfect comfort.

THE SOLDIER

... finds the greatest solace in his pipe. But he has enough weight to carry without carrying unnecessary weight between his teeth.

THE SAILOR

... generally smokes a dark tobacco but he prefers a light pipe. Hence the popularity of the "Kennett" in the Navy.

AND THE BUSINESS MAN

... looks for the best value when he's choosing a pipe. That means buying a "Kennett!"

"COOL AS A CUCUMBER."
"LIGHT AS A FEATHER."
"SWEET AS A NUT."

- Fluted Bowl for Coolness.
- Drilled Bowl for Lightness.
- Fishtail Mouth-piece for Comfort.
- Specially shaped Stem for Good Balance.
- Pleasing Shape for Appearance.

PRICES FROM 10/6

Obtainable from Army & Navy Stores, Harrods, etc., or write

★ To J. A. KENNETT, LTD., 9-13, Tottenham St., London, W.1. Please send me post free Illustrated Catalogue of Kennett Pipes.

NAME

ADDRESS

Post in id. stamped unsealed envelope.



OFFICERS' UNIFORMS by HECTOR POWE

Officers can entrust the tailoring of their Uniform to Hector Powe with complete confidence. They are assured of a consistently high standard of tailoring and a thorough appreciation of the need for meticulous accuracy in detail. If necessary, delivery can be made within two days. Representatives sent to you on request. Prices are essentially reasonable—write for lists.

HECTOR POWE
NAVAL, MILITARY, R.A.F. AND CIVIL TAILOR
165, REGENT STREET, LONDON, W.1.

Regent 4060 for London Branches.

Also at: Glasgow, Edinburgh, Newcastle, Sheffield, Hull, Manchester, Birmingham, Coventry, Bournemouth, Belfast, Brighton, Plymouth, Bristol, Cardiff, etc.



WHAT'S YOUR GAME?

—shooting, fishing, photography, entomology, or perhaps just sightseeing? Whatever it is, you won't have experienced it at its best until you've experienced it in East Africa. There you can find everything that is African — except the climate, for in spite of the Equator, thermometer and barometer are always friendly there. And —when it's winter in England, it's summer in East Africa. Modern transport systems will ensure you comfortable travel.

YOU'D ENJOY IT IN
East Africa

For full information and advice write to the London Representative, East African Railways and Harbours, 108, Grand Buildings, Trafalgar Square, London, W.C.2

RAILWAYS OF
EAST AFRICA



Tell the Battalion

to mark time for 15 minutes

Explain that I'm just enjoying

a CHURCHMAN'S No. 1

Churchman's No. 1 Cigarettes: a fine 15 minutes of smooth smoking · 10 for 8d · 20 for 1/4 C.336b



Please don't let it be a
"BLACK-OUT CHRISTMAS"
 for the 8,250 boys and girls in

DR. BARNARDO'S HOMES

War is adding greatly to our anxieties.

CHRISTMAS GIFTS

of
10/-

would be very acceptable.

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes" should be sent to
 92 Barnardo House, Stepney Causeway, London, E.1.

**KEEP
 VAPEX
 HANDY
 FOR COLDS**

Attack colds with Vapex in early stages before germs multiply. Use Vapex, a drop on your handkerchief . . . deep-breathe pleasant, powerful antiseptic vapour into germ-breeding nose and throat. Vapex clears way through mucus-laden passages, destroys germ nurseries . . . quickly relieves stuffiness and congestion, stimulates whole respiratory system . . . dispels cold entirely—naturally—safely.

From your Chemist, 2/- & 3/-

THOMAS KERFOOT & CO., LTD.

V198

For over
 70 years HIMROD'S
 has given the greatest relief
 to millions of ASTHMA sufferers.

ASTHMA

"The best thing in my experience was...HIMROD'S ASTHMA CURE. It never failed," Dr. Oliver Wendell Holmes in his book, "100 days in Europe."

HIMROD'S CURE

**THE ILLUSTRATED LONDON NEWS
 SUBSCRIPTION RATES**



Please remember to notify us of any change in your address, whether permanent or merely temporary.

THE PUBLISHER, 32-34, ST. BRIDE STREET, LONDON, E.C.4

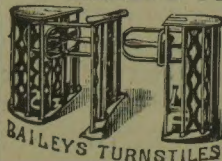
Published Weekly at 1/-	Twelve Months including Xmas No.	Six Months including Xmas No.	Six Months No Extras	Three Months No Extras
INLAND ..	£ s. d. 3 0 10	£ s. d. 1 12 3	£ s. d. 1 9 9	s. d. 14 9
CANADA ..	3 0 8	1 11 6	1 9 3	14 8
ELSEWHERE ABROAD ..	3 6 6	1 14 6	1 12 0	16 0

Rare British Colonial Stamps

sent on approval.
 The cheapest dealer in the World for British Colonial rarities is:—

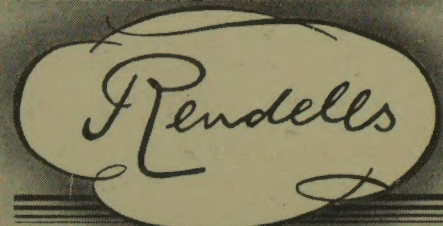
T. ALLEN,
 FRINTON-ON-SEA,
 ESSEX

BAILEY'S TURNSTILES



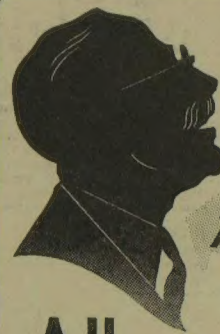
Supplied to Greyhound Tracks, Racecourses, Cricket and Football Clubs, Zoological Gardens, Piers, Baths, Etc.. all over the world.
 'Coin-in-Slot' Turnstiles
 Sir W.H. BAILEY & Co. Ltd.
 SALFORD 5.

YOUR CHEMIST SELLS



FAMOUS SINCE 1885

APPROVED BY DOCTORS



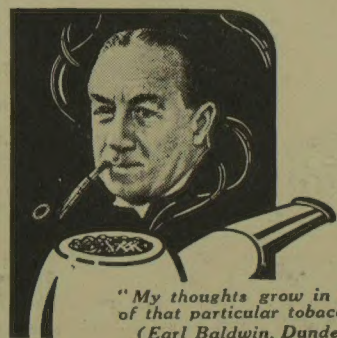
**FOR
 YOUR**

THROAT

Allenburys
 GLYCERINE & BLACKCURRANT
PASTILLES

FROM CHEMISTS ONLY, 8½d. & 1/4

P16



"My thoughts grow in the aroma of that particular tobacco."
 (Earl Baldwin, Dundee, 1925)

Few tobaccos could inspire such praise in a public speech, yet all the cool sweetness and pleasure of this slow burning tobacco may fill YOUR pipe at a cost of only 1/4½ per oz. in Britain. Sold only sealed, in packets and tins.

**Presbyterian
 Mixture**

1/4½

A. GALE & CO., LTD., GLASGOW, C.1

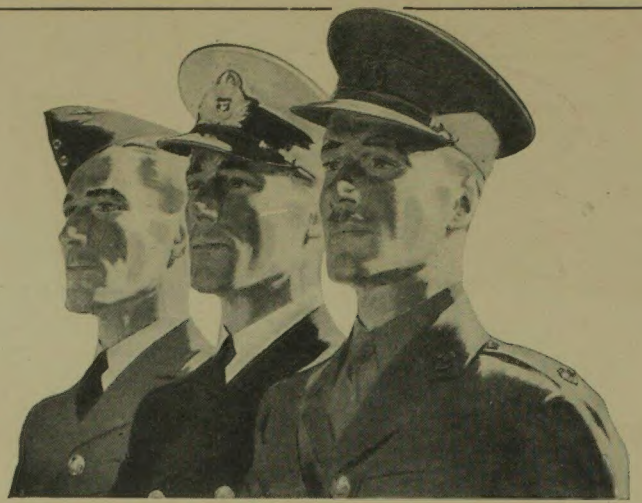
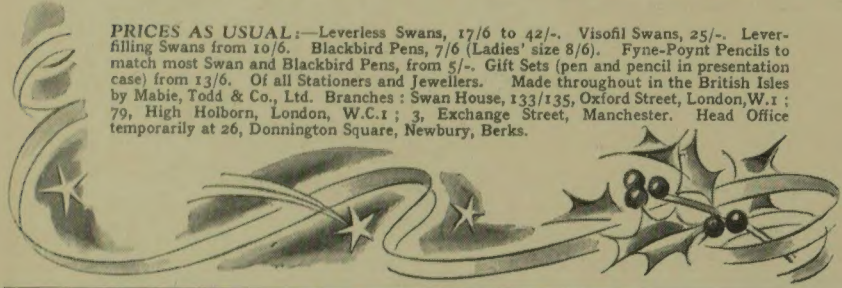
Two minds with but a single thought!



They both agree—there's no Christmas gift like a Swan! For Swan Pens make such supremely suitable presents—practical and lasting, they are easy to pack, easy to send and *sure to please*. Remember, too, that their efficiency and reliability under all conditions makes them specially suitable for those on active service or in training.

SWAN PENS

PRICES AS USUAL:—Leverless Swans, 17/6 to 42/-. Visofil Swans, 25/-. Lever-filling Swans from 10/6. Blackbird Pens, 7/6 (Ladies' size 8/6). Fyne-Poynt Pencils to match most Swan and Blackbird Pens, from 5/-. Gift Sets (pen and pencil in presentation case) from 13/6. Of all Stationers and Jewellers. Made throughout in the British Isles by Mabie, Todd & Co., Ltd. Branches: Swan House, 133/135, Oxford Street, London, W.1; 79, High Holborn, London, W.C.1; 3, Exchange Street, Manchester. Head Office temporarily at 26, Donnington Square, Newbury, Berks.



OFFICERS' UNIFORMS

Newly commissioned Officers as well as those requiring replacements will find at Moss Bros., everything—Uniforms, Greatcoats, British Warm or Bridge Coats ready for immediate wear, or made to measure in 36 hours.

Also all necessary Equipment—Mackintoshes, Boots, Shirts, Field Glasses, Camp Kit, etc., can be obtained in one visit to Moss Bros.—outfitters to the Services for over 50 years.

A.T.S., W.A.A.F & W.R.N.S. Officers' Uniforms made to measure at shortest notice.

All orders sent through the post will be fulfilled and goods dispatched without delay.

MOSS BROS

& CO. LTD.

COVENT GARDEN

Corner of King St. and Bedford St., W.C.2. TEMple Bar 4477 (12 lines). Also 5, St. Ann's Square, Manchester, 2, 76, Park St., Bristol, 1, and 29, London Road, Camberley.



BISCUIT MAKERS
TO HIS LATE MAJESTY
KING GEORGE V.

Butter and Shortbread

The best table butter is used in making

**CRAWFORD'S FAMOUS
SCOTCH SHORTBREAD**

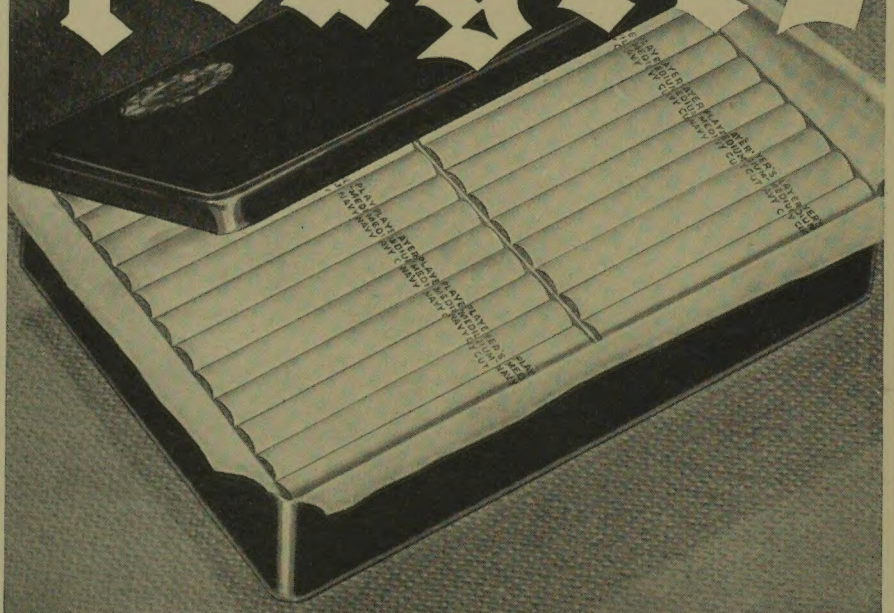
In War time the stocks of best table butter must be carefully kept for the family larder.

The Proprietors of Crawford's Biscuits very much regret to intimate that they are, therefore, unable to make

Crawford's Shortbread

CRAWFORD'S BISCUITS ARE
STILL OBTAINABLE EVERYWHERE

Player's



A good 'opening' for all 'parties'

See the smiles as the parcels of Player's are opened... See how cheeriness prevails with Player's around... See that your Cigarettes are Player's; their fine flavour, distinctive fragrance and reliable quality make them the best 'opening' for all 'parties' everywhere.

PLAYER'S NAVY CUT CIGARETTES

Medium IN CARD BOXES 25 FOR 1/5s. 50 FOR 2/10. 100 FOR 5/6
IN DECORATED TINS 50 FOR 2/11. 100 FOR 5/8. 150 FOR 8/6

Mild IN CARD BOXES 25 FOR 1/5s. 50 FOR 2/10. 100 FOR 5/6

All supplied Cork Tips or Plain

MEDIUM
NAVY CUT
TOBACCO
2oz. TIN 2/8
4oz. " 5/4.

PLAYER'S NAVY CUT CIGARETTES